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The Hongkong Telegraph

FOUNDED 1861 大時 報 八 月 九 日 港 香 SATURDAY, SEPTEMBER 8, 1923 八 廿 七

"RECONDITIONED CARS"

There was a time when we called the fellow who was commonly referred to as a "brow" a "brow". But we have changed our mind. It is a compliment no longer cherished. There has been entirely too much "brow" in the Used Car business. We prefer to be known as just plain HONEST.

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YOKOHAMA'S TOLL.

THE DEAD AND MISSING.

Further List of Foreign Casualties.

(Our Own Correspondent).

A list of 70,215 names forwarded by Mr. Laval, editor of the Shanghai Evening News from Osaka, includes the following names of foreigners who are either dead or missing:—

Mr. H. L. Fardel, of Shanghai.
Mr. C. Piquet, manager of Thos. Cook & Son.
Miss Florence Popper of Thos. Cook and Son.
Miss Enid Clarke, of Thos. Cook and Son.
Mrs. Swain, wife of Capt. Richard Swain, of Shanghai.
Mr. F. S. Picken and Mr. C. C. W. Mason, of Thos. Cook and Son.
Mr. and Mrs. H. R. Simpson, of J. L. Thompson and Co.
Mrs. Hingston, wife of Surg. Comdr. Hingston, of the British Naval Hospital.
Mr. R. B. McKinnell, director of Lane, Crawford & Co.
Mr. G. H. May, of Kelly and Walsh.
Mr. J. Paterson, of Findlay, Richardson and Co.
Mrs. Holyoke Box.
Mr. T. W. Chisholm and child.
Mr. A. Wylie Gordon, manager of the Nestle Anglo-Swiss Milk Co., and brother.
Mr. J. C. Ross.
Mr. A. Robertson, Supt. Engineer of the Rising Sun Petroleum Co.
Mr. M. Russell, of Carnow and Company.
Mr. Tom Thomas, broker.
Miss Kupper, Principal of the Ferrie Seminary.
Mr. A. G. Smith, dentist.
Mr. F. J. F. Cullinan, of the Rising Sun Petroleum Co.
Mr. G. S. Niven, of the Rising Sun Petroleum Co.
Miss Babbitt, daughter of Mr. F. H. Babbitt, American Commercial Attaché.
Mrs. Kirkland Wilson.
Mr. I. Skootsky.
Mrs. H. C. Burnell.
Mr. Francis P. Shandberg, manager of the Deutsche Asiatic Bank.
Mr. G. Muller, of the Deutsche Asiatic Bank.
Mrs. M. Zahn, wife of the manager of Nabolz and Co.
Mr. J. J. Chalhoub, of Chalhoub Freres.
Mr. and Mrs. Leon Van de Polder.
Mr. and Mrs. K. Van R. Smith, of the Standard Oil Company.
Mr. John Gratian and daughter.
Mr. Joseph Brigel, of the General Silk Importing Company.
Mr. and Mrs. Felix Ribiero, with thirteen out of a family of eighteen.

Reports indicate that few or no foreigners perished at Tokyo. A telegram received locally states that both Captain and Mrs. Swain are dead. Capt. Swain was formerly commodore of the N.Y.K. and retired several years ago. He was extremely well-known and popular all over the East. The many friends of both Capt. Swain and wife will hear of their death with the deepest regret.

The Embassies and Legations.

Nagasaki, September 7.
Four representatives despatched to Tokyo from Nagoya and Osaka have all reached their destination. They report that the American and French Embassies and the Chinese Legation were burned down. The British and other Embassies and Legations were not burned, but were seriously damaged by the earthquake. At Yokohama all the Consulates were destroyed by earthquake and fire.

France Mourns

Paris, September 7.
The disaster in Japan is being publicly mourned throughout France. Flags at all public buildings are half-masted and the State theatres closed. It has been decided that other places of entertainment organise special performances in aid of the Japanese sufferers instead of closing, which, it is considered, would cause needless loss to the theatrical profession.

In the list of names published of British residents in Yokohama who have been killed appear those of Mr. G. C. W. Mason and Mr. C. Piquet, who were both of Messrs. Thos. Cook and Sons' office. The local office has received a cable notifying that these two members of the Yokohama staff are reported to have lost their lives, whilst the wife of Mr. Y. S. Picken is uncertain. Mr. Weight and Mrs. Piquet are safe.

Messrs. Butterfield and Swire have received news by telegraph of the safety of Mr. Mrs. and Miss Tompkins, of the Taijiko Sugar Refinery, who are at Nikko.

The Admiral Line learns that the Yokohama staff is safe. A Miss Varley, who landed from the s.s. President Jefferson on August 31st at Kobe, and then proceeded to Tokyo, has not been heard of since.

The local office of the Dunlop Rubber Co. learns that the Japan staff are safe, the mills near Kobe being at work as usual.

A message to Messrs. Butterfield and Swire reports that the breakwater at Yokohama has disappeared. The coastal lights have been destroyed, and the harbour and bay require re-survey. There is now nothing for the protection of cargo, asore, and no landing facilities. There is no customs house left.

AUSTRALIA'S POSITION IN EMPIRE.

Prime Minister Advocates Pacific Alliance.

(Reuter's Service.)

Perth, Western Australia, September 7.

Mr. Bruce, in a speech prior to leaving for London, said the future of the world and the hope of civilisation depended on the maintenance of Australia as an integral part of the British Empire, and the continuance of the League of Nations. An arrangement should be made between the Anglo-Saxon and English-speaking nations to establish the League on a firm basis, as a great world alliance united for the peace and advancement of the world. There should be an alliance between the United States, Japan and Britain to ensure the peace of the Pacific forever.

There were unlimited possibilities in inter-Empire trade relations and reciprocal tariffs. He would attend the Imperial Conference as a representative of the Australian people, and strive to evolve a policy which would help further to solidify the Empire.

EX-PRESIDENT HARDING'S WILL.

"A Modest Stone" for Monument.

Marion, Ohio, September 7.

The late Mr. W. G. Harding's will was filed to-day. He leaves his wife a life-time estate of a thousand dollars, also his house, and a half interest in the building owned by the newspaper, Marion Star. The ex-President's aged father receives a life estate of fifty thousand dollars, and the house where he is at present residing. The will directs that no part of the estate shall be used for a monument to the testator, except for the erection of "a modest stone."

DR. MORRISON'S DIARIES.

The Question of Publication.

London, September 7.

Mrs. Jennie Morrison, widow of Doctor G. E. Morrison, left £3,781. Her will states that her husband's diaries, form a valuable record of the history of the Far East, and "contain much of an intimate nature, and if they fell into unscrupulous hands I fear much harm would be done." The diaries are now being examined by an expert with a view to publication, but in the event of the expert declining to undertake editing the diaries, they will be deposited in the Mitchell Library at Sydney and kept secret for twenty-five years.

THE SOVIET AND PERSIA.

Tehran, September 7.

A new Russian bank will be opening here on Saturday; the Soviet Government holding fifty-five per cent. of the shares, with the object of interesting Persian merchants in Russian commerce.

THE ENIGMATIC MARK.

London, September 7.

Marks were quoted at 280 millions to the pound sterling. No reason for this is obtainable.

(Other Telegrams on Pages 2 and 3.)

TWENTY-TWO YEARS AGO.

A Glance At Our Files.

(Aug. 31—Sept. 6, 1901.)

JERRY BUILDING.

An article on jerry building contains the following remarks:—
"The whole fact of the matter is, we think, there is too little supervision exercised over building operations in Hongkong. It is not, as we have before pointed out, the fault of the Inspector of Building, for no one man can do the work which he would be obliged to carry out were his office more than an empty name. We must either have a proper Government staff of Building Inspectors, or we must make some law by which no building can be erected except under properly qualified supervision. The ordinary Chinese building contractor is not a qualified man. He can build a wall or put on a roof, but he knows nothing about strains and the weight carrying capacities of arches and so on, and thus he cannot be expected to look after the work properly. Besides the more hollow walls he can build and the less time he puts in his mortar the more profit he makes, and so he wants looking after. Can we not have the Building Ordinance amended so that the employment of a qualified architect to supervise the erection of all but minor buildings is imperative? Then the architect would be in some measure responsible if a collapse from jerry building occurred, and the result would be that the erection of these death traps would cease."

RENT ENQUIRY.

We note from the Government Gazette that a commission has been appointed by His Excellency the Governor to enquire into the difficulty of obtaining good chair and ricksha coolies. It would certainly be very satisfactory to the European community if the Commission succeeded in putting matters upon the old basis, but we have little hope of their being able to do so. The real fact of the matter is prices have risen in Hongkong. We are told that a coolie can make a good living as a chair or ricksha coolie and so long as he can do so and remain his own master, he does not care to enter private service. What is really wanted is a commission to enquire into the rent question, for we believe that is primarily responsible for the increased cost of living in the Colony. This affects all classes most adversely, and the coolie more than all, and we do not expect to see any modification in prices until such time as rents have been reduced. As matters now stand, we have far too little house accommodation in the Colony, both European and Chinese, and the result is that the landlord can ask what he pleases—and get it. We think that if the rent question were gone into it would be a great deal better than wasting the time of three busy men on the chair and ricksha coolie question.

POPULAR RESIDENT.

Mr. G. P. Lammert left for Japan to-day on a holiday trip. We hope that he will have a good time and will return much benefited by the trip. "George" is one of those people whom we cannot do without for long. Concerts and A.D.C. performances would seem very bare and blank without him.

SHEKLUNG NEWS.

Headquarters in Motor Boat.

A report from Sheklung states that the Generalissimo's headquarters have been shifted to a motor boat, where a general meeting of military commanders has been held. It is believed that the resumption of a general attack was discussed. It is reported that a large number of Provincial Assembly members have, on the invitation of General Chan King-ming, left for Swatow, where they will hold a meeting.

CONVENIENT NAP.

Stowaways in Trouble.

An order for a remand was given when Patrick O'Grady, 23, Robert Spears, 21, James Saunders, 34, and George Breidegan, 21, appeared before Mr. J. R. Wood, at the Police Court this morning, on a charge of stowing away on the President Grant when that vessel left Hongkong yesterday for America. It was stated that the first three were unemployed seamen. The fourth defendant was second cook on the West Prospect. Speaking also for Spears and Saunders, O'Grady told the Court that they went on board and were invited to breakfast by the crew. They then each had a nap and did not wake up until the ship was moving into midstream for her voyage. The ex-cook of the West Prospect said that he also took a nap, having been lent a blanket by one of the crew for that purpose. All the defendants were remanded until Monday.

AUGUST RAINS.

A Hongkong Record.

The total rainfall, 34.31 inches, registered at the Hongkong Observatory last month was the greatest on record for August. The next highest was 30.06 inches in 1911. The greatest fall in one day, 7.485 inches, was exceeded in 1902, 1904 and 1911. The greatest fall in one hour, 1.58 inches, has been exceeded on several occasions.

The rainfall for the month at the Botanical Gardens was 35.18 inches on 20 days; at the Matilda Hospital, Mount Kellett, it was 25.08 inches on 20 days, and at the Police Station, Taiipo, it was 42.08 inches on 14 days.

The average mean temperature during the month was 81.2, the highest being 92.9, on the 4th, and the lowest 73.7, on the 18th. There was 159.3 hours of sunshine and the average humidity was 84.

RECREATION GROUNDS.

New Ordinance to be Introduced.

At next Thursday's Council meeting there will be introduced an Ordinance to amend the Public Places Regulation Ordinance, 1870, and to repeal the Queen's Recreation Ground Ordinance, 1898, and the Recreation Grounds Ordinance, 1905. The object of this Bill is to bring the regulation of all recreation grounds directly under Ordinance No. 2 of 1870.

Clause 8 (1) increases the penalty for breaches of regulations made under the Ordinance by abolishing the difference between first and second offences and fixing £25 as the maximum penalty for all offences.

There will also be introduced an Ordinance to provide for the management of the area, known as the Chinese Recreation Ground and the expenditure of the revenue derived therefrom, and to repeal the Recreation Grounds (Amendment) Ordinance, 1914, and the Recreation Grounds Ordinance, 1905.

NEW PRISON LAW.

Convicts May be Employed Outside.

An Ordinance to amend the Prison Ordinance, 1899, is to be introduced at next Thursday's meeting of the Legislative Council. The object of this Bill is to amend the Prison Ordinance, 1899. The amendment is necessary partly because there is now more than one prison in the Colony and partly because certain alterations in the Ordinance are considered desirable.

Clause 3 amends section 9 of the principal Ordinance so as to give a wider scope for the employment of prisoners outside their prison. There is much useful work which can be performed in this way with beneficial results to the prisoners so employed, and it is understood that this is the practice at home.

Clause 4 remedies a defect in s. 12 of the principal Ordinance, by adding other drugs besides opium to the list of articles which may not be taken into any prison.

Clause 5 imposes a duty on the Superintendent of Prisons to post notices outside every prison regarding the penalties incurred for breaches of sections 11, 12 and 13. As section 14 stands at present, it is doubtful whether this is compulsory in the case of branch prisons.

Clause 5 enlarges section 17 of the principal Ordinance by making it an offence for prison officers to refuse duty, etc. The present sub-section (1) covers absence from duty only, and such a provision is not sufficient for the maintenance of discipline in the prisons. The penalty is also increased from £100 or 3 months to £250 and 6 months.

THEATRE ROYAL.

Last Night's Great Success.

At the Theatre Royal last night, a large audience flocked to what was undoubtedly a scintillating frame of mind, wondering how two people could successfully present four one-act plays, three of which were from the pen of the "leading man" of this company of two!

Scepticism was soon brushed aside, however; in fact, quite forgotten, it being quickly realised that Mr. Tom Fenwick was extremely original, as a playwright and possessed of much ability as an actor.

Miss Tina Gerald appeared before a Hongkong audience for the first time and deservedly won great favour. Her acting is of the charmingly natural type, and her portrayal of the various characters presented revealed refreshing talent and interpretation.

"The Unusual Ending" (by Tom Fenwick) proved a highly dramatic treatment of the eternal triangle problem, but is perhaps a little drawn out at the end.

"Only Amateurs" (by Harold Montague) is an entertaining little play with plenty of humour and wit.

"The Intruder" (by Tom Fenwick) shows most ingenious originality and stamps the author as a distinctly out-of-the-ordinary type of young man. The plot is bold and most dramatic, and Mr. Fenwick is to be congratulated on his clever treatment of an oft-discussed social problem.

The final offering of the night, also from the pen of the same author, gave those present a laughable finale to an entertainment of sterling merit, and sent the audience home with the conviction that Miss Tina Gerald and Mr. Tom Fenwick had amply demonstrated that they could most certainly hold the wraps attention of a critical audience—an accomplishment to be proud of.

There will be another performance to-night, with new features. We recommend the public to see these two clever young people.

WATER POLO.

Gannets Win Gascoigne Cup.

Below we give the League table of the Garrison Water Polo League (Gascoigne Cup). The League was completed on Monday last, when No. 38 Company R.G.A. met "A" Company King's Regt. and No. 83 Company R.G.A. opposed the R.A.M.C. The former game was well contested and the Gannets maintained their unbeaten record by winning 6-1, thereby securing the Cup two years in succession. For the winners, Gnr. McDade and Bdr. Wood were the outstanding players, though the remainder of the team did their little bit to keep the honours. Pte. Newsholme is credited with the only goal "A" Coy. obtained and is to be congratulated on his good judgment.

In the latter game, the medical men were up against a stiff proposition, but if they had kept a little cooler, perhaps the issue would have been different. The Artillery were the better team, however, and throughout the match played with good judgment and ran out winners by 2-0. Gnr. Reddick and Manser did good work during the determined rushes of the R.A.M.C., but the goals are to the credit of Gnr. Harle, a very promising player. Capt. Walker for the Medical Corps did excellent work in goal and stopped shots from all directions, and perhaps the failing light accounted for his misjudgment of the ones that beat him.

The presentation of the cup and medals will take place on Friday next, 14th inst., when the Winners (88 Coy R.G.A.) will play the "Rest." A very keenly contested game should result. The following is the team of 88 Coy:—Sgt. Holloway (goal), Lt. Walsh and Gnr. Hitchings (backs), Bdr. Wood (half-back) and Capt. Tpr. Colyer, Gnr. McDade and Gnr. Poulton (forwards).

The table is as follows:—

| | P. | W. | L. | D. | Pts. |
|--------------------|----|----|----|----|------|
| No. 88 Co. R.G.A. | 9 | 9 | 0 | 0 | 18 |
| No. 83 Co. R.G.A. | 9 | 8 | 1 | 1 | 16 |
| R.A.M.C. | 9 | 6 | 2 | 1 | 13 |
| "A" Coy. King's | 9 | 6 | 2 | 1 | 13 |
| "B" Coy. King's | 9 | 4 | 4 | 1 | 9 |
| "C" Coy. King's | 9 | 4 | 4 | 1 | 9 |
| "D" Coy. King's | 9 | 2 | 7 | 0 | 4 |
| No. 94 Coy. R.G.A. | 9 | 2 | 7 | 0 | 4 |
| H.Q. King's 2. | 9 | 2 | 7 | 0 | 4 |
| H.Q. King's 1. | 9 | 0 | 9 | 0 | 0 |

Owing to the non-appearance of certain teams, the points have been awarded to their opponents.

The Hongkong Water Polo League.

Only one match was played off last night in connection with the Water Polo League. The K.B.S. F.P.A. met and defeated the King's "A" by the odd goal of three. Rasmussen was responsible for both the goals, and Paul scored for the King's.

TO-DAY.

Closing Exchange 2s. 3. 7/16d.
High Tide 8.23 p.m. Low Water 2.16 p.m.
Lighting Up-Time 6.34 p.m.

News in To-Day's New Advertisements.

To-night presents the last opportunity of witnessing the clever one-act plays at the Theatre Royal. Booking is at the Hongkong Hotel.—Page 4.
For sale: Marine Oil Engine.—Page 4.

Consignees are notified of the arrival of the s.s. "Ixion".—Page 4.

LISTEN

When advertising enters the ring the odds are in favour of a clean "knock-out" for business done.

The s.s. "Patria Maru" has also arrived with cargo.—Page 4.
For the "week-end" cinema attractions refer to pages 4, 7 and 8.

NOTICE.

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EARLIER TELEGRAMS.

JAPAN'S FORTITUDE.

London, Sept. 7.

Long editorials continue to be the daily feature of all London newspapers, filled with horror at the Japanese catastrophe, groping for precedents, extolling the traditional Japanese courage and fortitude, and not doubting that her astonishing capacity to rise superior to every obstacle will be again demonstrated in the present crisis.

The Daily Telegraph concludes with efforts to stimulate subscriptions to relief funds, remarking that the nations of the world cannot stop short of immediate relief; they must combine as a world family in the subsequent task of helping Japan to recover from the effects of the visitation. The paper is confident that the present evil will bring the nations together in the common task of helping a young, brave and vigorous nation to recover from the blow dealt by outrageous fortune.

Rome, Sept. 7.

As a mark of public sympathy with Japan, flags will be half-masted and theatres closed to-morrow.

Foreign Ambassadors.

Kobe, Sept. 7.

A member of the American Consulate at Yokohama arriving at Kobe says that four Russian women, two girls, the Italian Consul Gasco and a Japanese clerk were crushed to death inside the Consulate. Doctor Worden, previously reported dead, was seen to arrive at Yokohama.

Osaka, Sept. 7.

It is reported that the Secretary of the Japanese Foreign Office, Mr. Morishima, toured the zone of disaster, including Kamakura, Dzusshi and Haya, investigating the safety of the Foreign Ambassadors. He reports that the following are safe: The Mexican Minister, German Ambassador and family, family of the Belgian Ambassador, French Ambassador and wife, Brazilian Minister and wife.

Relief Work.

Nagasaki, Sept. 7.

Relief work is vigorously proceeding in Tokyo. The Government is prepared to extend funds without restriction from reserves to purchase provisions. The entire Army and Navy tents are being used for the accommodation of the distressed pending construction of barracks.

The Banks.

Nagasaki, Sept. 7.

The Bank of Tokyo will probably reopen to-day. Banking is one of the first branches of business to commence operations, paying out sums not exceeding a hundred yen. The Vice Governor of the Bank of Japan returned to-day from Ikaho and announced that the bank recommenced handling public funds since the morning of the fifth. He affirmed that the specie holding is intact at the Head Office, viz. 1,050,000,000 yen. Deposits total 2,320,000,000 yen.

Observatory Record.

Tokyo, Sept. 7.

The Central Observatory has announced that earthquake vibrations were felt on September 1st and 2nd, 356 times; on the 3rd, 289 times; on the 4th, 173 times; on the 5th, 118 times; on the 6th, up to 6 a.m., 64 times, aggregating 1,029. The earthquake signs are diminishing and there is no more anxiety.

South Africa's Contribution.

Capetown, Sept. 7.

The Government, in expressing deepest sympathy with Japan, has notified its intention to send 5,000 bags of maize on the first available boat as a contribution to relief.

Difficulties of Communication.

Osaka, Sept. 7.

Enquiries are pouring in from abroad regarding the safety of Osaka, Kobe, Kyoto, Nagoya and Nagasaki. All these cities are safe, and entirely outside the zone of the disaster. Order in these cities is well maintained and the citizens are most actively engaged in the relief campaign.

Tokyo is still practically shut up. Communication between Osaka and Tokyo is still most difficult. Railway traffic in a roundabout way has been opened, but accommodation is very limited. Steamship service is regularly maintained but is unable to meet the overwhelming demand. Telegraph and telephone communication has been nominally established, but is practically unavailable. Army aeroplanes are carrying the most important mail daily.

Tax Exemption For One Year.

Osaka, Sept. 7.

While the safety of the famous Daibutsu (huge image of Buddha) at Kamakura is still undetermined, the latest photographs of Tokyo depict a small Daibutsu at the Uyeno Park, sitting there solemnly with the head completely gone.

It is believed that the Department of Finance is contemplating exemption from taxes in the zone of the disaster for a period of one year.

According to an official wireless message nobody is admitted into Tokyo unless on official duty. It is believed that this is intended to minimize the tremendous influx of anxious inquirers.

Relief from Overseas.

Sydney, Sept. 7.

The Commonwealth steamer Austral Moutet is loading relief stores for Japan. It is expected that a second vessel will be necessary.

Vancouver, Sept. 7.

The steamer Empress of Russia has departed, laden with supplies, consisting of flour, salmon, canned milk and other articles for the relief of sufferers in Japan.

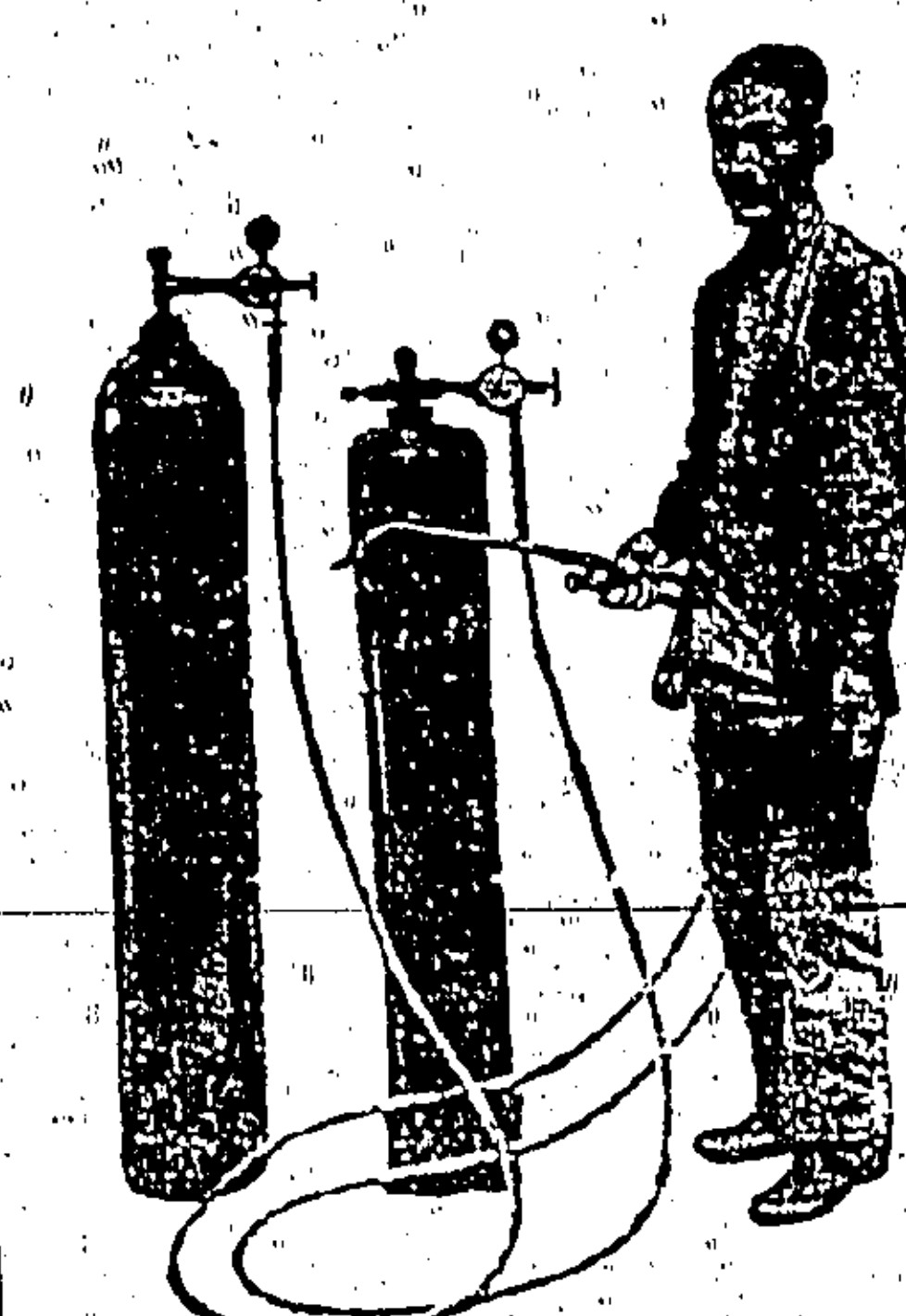
New York, Sept. 7.

Hawkes, and the other Australian contestants for the Davis Cup and Shimidzu and the other Japanese players have withdrawn from the Greenwich tournament owing to the death of Hawkes' father in the earthquake in Japan.

(Continued on Page 4.)

S. O. A. E. O.

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MEDICAL CONGRESS.

Deliberations at Singapore.

(Our Own Correspondent)

Singapore, Sept. 7.

The Far Eastern Association of Tropical Medicine has already gone through a tremendous amount of work at its Congress. Numerous lectures on malaria, hookworm, beri-beri, tuberculosis and technical subjects have been delivered; but the real work is that being done by the sub-committees. One is considering international methods of control of beri-beri by discouraging the diet of polished rice. Another is considering a proposal by Chinese and Japanese delegates to omit the word "Tropical" from the title of the Association, in view of the work covered by them in sub-tropical and temperate zones. The results of these deliberations will be announced at the open Congress on Saturday.

CHINA'S BANDITS.

Release of Father Malotto.

Hankow, Sept. 6.—General Pang has telegraphed that his troops attacked the bandits at Tungpei, effecting the release of Father Malotto, who is being escorted to Hankow to-night.—Reuter.

AMBER GLASSES.

Amber lenses have proved to be most efficient for out-door wear in the tropical sun. All irritating light-rays are absorbed and the result is a restful feeling to the eye and a relief from the white glare. Amber lenses are especially recommended to those whose work takes them in the sun, officers find them indispensable on the range, persons contemplating a sea voyage will find those glasses almost a necessity. Amber lenses of any prescription in either regular or Toric forms are manufactured by The Hongkong Optical Co., successors to Clark & Cox scientific opticians, located 53 in Queen's Road Central.

SIR. HENRY J. WOOD'S ORCHESTRA

ON

COLUMBIA NEW PROCESS RECORDS

L.1052 (ENGLISH-SEA SONGS

PARTS 1-2

L.1118 (RAFF'S CAVATINA

DANCE MACABRE

L.1148 (CAPRICCIO ESPAGNOL

PARTS 1-2

L.1172 (FLYING DUTCHMAN, OVERTURE

L'APPRENTI SORCIER

L.1214 (GRANADOS' SPANISH DANCES

PARTS 1-2

L.1414 (MADAME BUTTERFLY SELECTION

PARTS 1-2

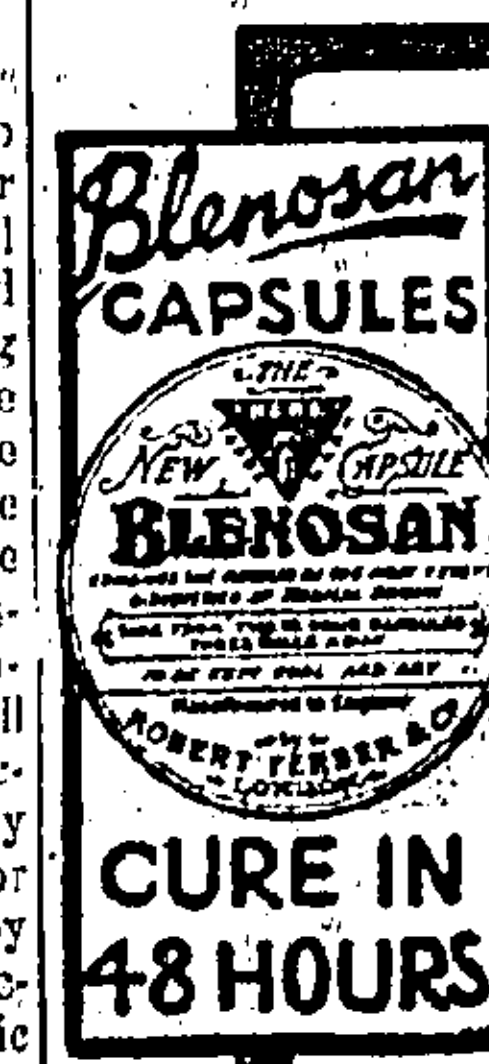
L.1439 (AIDA SELECTION

PARTS 1-2

ETC. ETC.

— AT —

ANDERSON'S



THE NEW CAPSULE.

European doctors know the value of Blenosan Capsules, and have prescribed them continually to their patients for a great number of years.

BLENOSAN CAPSULES

(Santal Oil & Kava Kava)

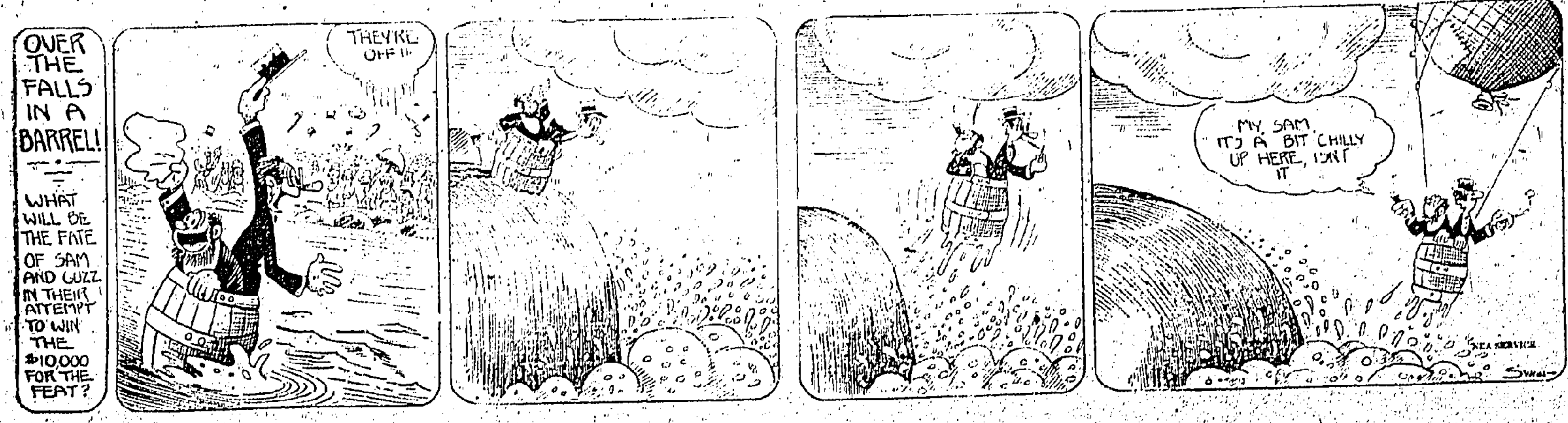
provide immediate relief from pain and stricture, and are a certain cure in about 48 hours. Blenosan Capsules are superior to all others and are made in a model laboratory to preserve the most hygienic principles.

To be obtained of all chemists and stores throughout China and the East and from the stockists Fletcher & Co., Ltd. Colonial Dispensary, Edward Dispensary, A. S. Watson & Co. Ask for Ferber's Blenosan Capsules and refuse substitutes.

SOLE MANUFACTURERS, ROBERT FERBER LTD.

Agents 101, Robinson Road, S. 15

ALFESMAN SAM Well, They Went Over. BY SWAN



UNDERWOOD TYPEWRITERS

PRICE - H.K. \$112.50 NET.



PORTABLE MODEL

Sole Agents DODWELL & CO. LTD.

Queen's Bldg. Phone C. 1030.

NEW ADVERTISEMENTS.

WANTED.

FRENCH LESSONS. Experienced European lady can teach French pupils. Apply Box No. 987 c/o "Hongkong Telegraph."

EUROPEAN lady stenotypist in French language prepared to undertake extra work. Apply Box No. 988 c/o "Hongkong Telegraph."

ACCOUNTANT. Undertakes work after hours, such as setting up books, taking in final accounts, &c. Specialist in company work. Write to Box 989 c/o "Hongkong Telegraph."

BOARD RESIDENCE 2 & 3 Victoria Garden, Hankow Road, Kowloon, next Kowloon Hotel. Every home comfort. Large well furnished double and single rooms. One minute from ferry. Terms from \$4.00 per day. Tel. K. 357, Mrs. Stewart Ogilvie, Proprietress.

TO BE LET.

TO LET. One large Office room. Apply—The Hongkong Land Investment and Agency Co., Ltd.

TO LET. Two spacious Office rooms on second floor of Prince's Building—Apply P. O. Box No. 274 c/o "Hongkong Telegraph."

OFFICES TO LET. Good offices in No. 1 Duddell Street 4 rooms on top floor, use of lift. Apply Box No. 991 c/o "Hongkong Telegraph."

FOR SALE.

FOR SALE. Brinsmead up-right grand in splendid condition—almost new. \$400. or nearest offer. Apply Box No. 990, c/o "Hongkong Telegraph."

FOR SALE

Bolinder Marine Oil Engine

Four cylinder, 320 horse power, 225 revolutions per minute considered the best crude oil engine made. This engine is in excellent condition, has extra parts as follows—hot heads, crank bearings, main bearings, piston rings, propeller and shaft. Engine built in Sweden and complies with Lloyd's and Bureau Veritas rules. This engine is set up at the present time, and can be seen and inspected by interested parties at any time. For information address Post Office Box 2203, Manila.

LOST.

LOST. On Peak, black smooth haired spaniel pup, communicate No. 114, the Peak.

LOST. On Sunday, 26th August 1923, fox-terrier (male), black & white. Licence 533. \$20—Reward. P. Marks c/o Neth. India Commercial Bank.

KOWLOON CRICKET CLUB

TO-NIGHT'S CONCERT POSTPONED INDEFINITELY.

NOTICE.

TRUST few Men, keep your follies to yourself, and carry a good and proper sum of Life Insurance, so that your shortcomings may be buried with you.

SUN LIFE ASSURANCE CO. OF CANADA, 15, Queen's Road, C. Hongkong. D. O. de Silva, Actg. Manager.

"RUGGER"

A Meeting will be held in the Hongkong Cricket Club Pavilion on Tuesday, September 11th 1923 at 5.15 p.m. All Persons interested in Rugby Football are requested to be present.

RADIO-MAGNAVOX Loud Speakers and Amplifiers, Batteries, Insulators, Crystals, Aerial Wires, and all other parts. **DE SOUSA & CO. LTD.,** St. George's Bldg, 2nd Floor. Tel. No. Central 1264.

UNIVERSITY OF HONGKONG.

MATRICULATION, SENIOR LOCAL AND JUNIOR LOCAL EXAMINATIONS.

NOTICE is hereby given that the above Examinations will begin on Monday, November 19th, 1923. Forms of entry and copies of Regulations & Syllabus can be obtained on application to the Registrar.

Each Entry form, duly filled in, must reach the Registrar together with statutory fees, on or before the 15th September as follows:—

Matriculation and Senior Local Examinations. \$15 H.K. Currency. Junior Local Examination. \$10 H.K. Currency.

Candidates offering more than seven subjects in the Matriculation and Senior Local Examinations, and more than eight in the Junior Local Examination, will be charged an additional fee of \$1. for each subject so offered.

The following Scholarships and Prizes further particulars of which can be obtained from the Registrar, will be awarded on the results of the Matriculation Examination:—

- (1) Two King Edward VII Scholarships of the value of \$40 per annum open to British subjects only.
- (2) One President of China Scholarship of the value of \$400 per annum open to Chinese subjects only.
- (3) One Hongkong Government Scholarship of the value of \$1,000 per annum, open to Candidates from all Hongkong Schools for Boys.
- (4) One Hongkong Government Scholarship of the value of \$1,000 per annum, open to Candidates from all Hongkong Schools for Girls.
- (5) Four Montargis French Prizes, two of \$50 and two of \$25.

Bound copies of Examination Papers, set at past Examinations, can be obtained from the Registrar, Price \$1.00 per set. **JOHN T. HOLMAN,** Acting Registrar. Hongkong 6th September, 1923.

NOTICE.

A DANCE will be held by H. M. S. Diomedes at R. N. CANTEREN THEATRE on SATURDAY, 8th, September, Diomedes Jazz Quartette will be in attendance. Admission 50 cents. Ladies Free.

NOTICE.

ST. JOHN'S CATHEDRAL. The Collection on SUNDAY morning next, at 11 a.m. will be for the relief of the sufferers in Japan.

SPECIAL SALE



ROYAL & CO. Footwear Specialists. Tel. 3237. 1, D'Agular Street, Central.

C.E. WARREN & CO. LTD.

SANITARY ENGINEERS MONUMENTALISTS &c. Offices & Godowns Tel. No. 269. 98A Wanchai Rd. HONGKONG.

Estimates Free for all classes of Work. Sanitary installations. Hot & Cold Water Systems. Baths and bath room fittings. Water Heaters, Grinders &c. Floor and wall tiles.

MONUMENTAL WORKS IN ITALIAN MARBLE AND OR HONGKONG GRANITE

To own or selected design

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP SHIP COMPANY, LTD. AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Co's Steamer "IXION."

From New York via Manila are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 7th September.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 12th Sept. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 27th September or they will not be recognised.

No Fire Insurance will be effected. **BUTTERFIELD & SWIRE,** Agents.

GREEN ISLAND CEMENT CO., LTD.

NOTICE.

AN INTERIM DIVIDEND of Fifty cents (50 cents) per share has been declared for the half year ending 30th June, 1923. Such Interim Dividend will be payable on and after TUESDAY the 18th September at the office of the Company, where shareholders are requested to apply for Warrants.

The REGISTER of SHARES of the Company will be closed from the 7th September 1923 until the 14th September, 1923 (both days inclusive), during which period no transfer of shares can be registered.

By order of the Board of Directors. **SHEWAN, TOMES & CO.** General Managers. Hongkong, 29th August 1923.

THE NEW FRENCH REMEDY. THERAPION NO. 1 THERAPION NO. 2 THERAPION NO. 3

FORTHCOMING AUCTION SALES

HUGHES & HOUGH

GENERAL AUCTIONEERS AND BROKERS.

The Undersigned have received instructions to sell by Public Auction. (For Account of the Concerned).

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction, on

TUESDAY, WEDNESDAY & THURSDAY,

the 11th, 12th and 13th, September, 1923, at H.M. Naval Yard, Hongkong, and at Kowloon Naval Depot, commencing each day at 9.30 a.m. with an interval from 12 noon to 1.30 p.m.

Old and Surplus Naval Stores.

Comprising: Life Boats, Dingies, Whalers, Electrical and Wireless Telegraphy Fittings, Electric Cable, Cooking Stoves, Ships' Fittings, Iron Beds, Mattresses and Fittings, Life Rafts, Life Jackets and Belts, Carpets, Rugs, Mats, Table Covers, Blankets, Curtains, Canvas, India Rubber and Metallic Hoses Old Cordage, Canvas Bags, Old India Rubber, Old Leather, Old Woollen and Linen Rags, Old Asbestos, Old Cork, Old Iron and Steel, Old Brass, Copper, Lead and Gun Metal Blocks, Lamps, Gauges, Steel Tubes, Old Steel Wire Ropes, Mineral Oil, Chain Cable, Drilling, Slotting and Grinding Machines, Lathes, Pinnace and Cutter Engines, Tables, Compasses, Clocks, Iron Drums, Fold up Lavatories, Old Packing Cases, Packing Boards, Old Casks and a large quantity of Fire Bar Iron, etc.

Lots may be inspected on Monday, the 10th September, 1923. Also sale of Old and Surplus Victualling Stores at Kowloon on Friday, 14th September, comprising:

Unserviceable Provisions, Rabbit Raisins, Clothing and Mess Gear.

Terms of Sale.—As detailed in catalogue.

HUGHES & HOUGH, By Appointment, Auctioneers to the Admiralty, Hongkong, 2nd Aug. 1923.

Terms.—Cash on delivery. **HUGHES & HOUGH,** Auctioneers.

LAMBERT BROS.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction on

Tuesday the 11th September 1923 at 12.15 p.m.

at the premises of the Hongkong and Whampoa Dock Co., Ltd. (Hunggham)

(for account of the concerned) 4 Furnaces ex s.s. "Nile"

Terms.—As Customary. Inspection orders may be obtained from the Undersigned.

LAMBERT BROS. Auctioneers.

The Undersigned have received instructions to sell by Public Auction on

Monday, the 10th Sept. 1923 commencing at 11 a.m.

at No. 6 Victoria View, Kowloon

A Quantity of Valuable Household Furniture

comprising:—Drawing, Dining and Bedroom Suites, Blackwood Ware, etc., etc.

and One Fine Cottage Piano (in Excellent Condition) by John Broadwood & Sons

Terms.—Cash on Delivery. Catalogues will be issued. On View from Sunday the 9th September 1923.

LAMBERT BROS. Auctioneers.

DO NOT MISS—ROCHA'S POPULAR AUCTION SALES

Every Tuesday Thursday & Saturday At 2.30 p.m.

Specialist in the Valuation of Household and Office Furniture.

DA ROCHA'S MART 1 A D'Agular St. Phone 2923

NOTICE.

I have admitted Mr. LU TAI CHUNG B. Sc. as a partner in my business, and the same will be carried on under the name and style of Clark and Lu, Architects and Civil Engineers as from to-day date. **J. CLARK CLARK,** 14 Queen's Road Central, Hongkong 1st, September, 1923

NOTICE.

All collections made in all the Catholic Churches of the Colony on Sunday next, the 9th inst., will be in aid of the victims of the Japanese disaster.

NOTICE.

NOTICE is hereby given that Mr. Wong Sik Chung has been duly authorised by the Board of Directors of the Kam Hing Knitting Co., Ltd. to act as manager of the Company during the absence of Mr. Wong Kam-fuk the manager thereof.

Mam Hing Knitting Co., Ltd. Per **WONG KAM-FUK,** Manager.

NOTICE.

KOWLOON CRICKET CLUB.

THE Annual General Meeting will be held in the Club Pavilion on **FRIDAY, 14th September, at 5.30 p.m.**

P. HEATHCOTE, Hon. Secretary.

CHINA COAST OFFICERS' GUILD.

MARINE ENGINEERS' GUILD OF CHINA.

A Combined Meeting of Members will be held at the Guild's Office, Sailors' Home on **SUNDAY, 9th September, 1923, at 10 o'clock a.m. SHARP.** To consider the draft of Proposed Piracy Regulations.

T. T. LAURENSEN, C.C.O.G. **W. J. STOKES, M.E.G.C.** Branch Secretaries.

THE SANDAKAN LIGHT AND POWER CO. (1922) LTD.

THE first Ordinary General Meeting of Shareholders will be held at the offices of the Company, St. George's Building, Chater Road, Victoria, Hongkong, on **Tuesday, the 18th Sept., 1923, at 11 o'clock in the forenoon,** for the purpose of receiving and Statement of Accounts and the Report of the General Managers for the year ended 30th April, 1923, and electing a Consulting Committee and Auditors.

The Transfer Books of the Company will be closed from September, 1923, both days inclusive.

SAEWAN TOMES & CO. General Managers.

RUSSIAN POSITION IN EAST.

Virgorous Revolutionary Movement.

London, Aug. 17.—The Morning Post's Russian correspondent states the anti-Soviet insurrectionary movement in Bokhara and Fergana provinces has broken with renewed vigour.

A Moscow message says the Pravda admits the seriousness of the position with which the Soviet Government is faced in the East and says the rebellion, which was formerly under the leadership of the late Enver Pasha, is now led by one of the latter's chief lieutenants, Hodjajami Bey alias Selim Pasha, a Turkish ex-officer.

Insurgent leaders, consisting exclusively of senior officers of the Turkish Army, have decided on a new plan of campaign at Kabul, and have completed the reorganisation of force for the new offensive. Selim Pasha in an appeal to Russian Moslems, declares the rebels' principal aims are to liberate Bokhara, Khiva, Turkistan and Trans-Caucasia from the yoke of both the Russian and Moslem Communists, and proclaim a holy war against the Communists. He calls on all Moslems to rally round the banners of Islam leaders, who include prominent Moslems as Usman Hodjajami, a rich merchant from old Bokhara, Kul Mohammedoff, member of the Archaeological Institute of Constantinople, who is well known in pan-Islamist circles, Ibrahim Bey, Chief of the Lokai Tribe and uncle of the ex-Amir of Bokhara.

Sunday's Programmes

| at | |
|--------------------------------------|--|
| THE CORONET 6. 7. 0 & 9.15 | THE STAR 6. & 9.15 |
| THE LADDER JINX | MABEL NORMAND in MOLLY O |

THEATRE ROYAL

HONGKONG

LAST NIGHT TO-NIGHT

SATURDAY, 8th, September 1923.

For the first time on any stage

"EDWARD GLANVILLE-HUSBAND"

A sequel to "The Unusual Ending" by Tom Fenwick.

"STIFFY WINS"

A farcical comedy by the author of "A Sister to Assist, or"

"THE BURGLAR & THE GIRL."

By "The Boulters"

"ENGAGING BERMAINE"

A frank & funny farce by the author of "A Sister to Assist, or"

Best Performance.

Price \$2 & \$1. Booking 1 p.m. to 9 p.m. at Hongkong Hotel

CAN YOU READ BETWEEN THE LINES?

"You know, Wade, I'd never have come to you if you hadn't just utterly conquered me?"

"I'll tell you, boys, that girl's dangerous! If I were you, I'd leave her alone!"

"We won't tell anybody.....this will be our little secret dear."

The one great moment in her life had come!

She was a liar (and beautiful)
She was a hypocrite (and kissable)
She was a tyrant (and admirable)
She was a cheat (and bewitching)
Yet no one lifted a hand against her—

WHY?

"Cora, Cora! Get up! Are you crazy?"

NO MATTER HOW WONDERFUL YOUR IMAGINATION OR YOUR ABILITY TO VISUALIZE, YOU ARE BOUND TO FALL FAR SHORT IN PICTURING THE VIVID DRAMA AND ROLICKING COMEDY IN THE GREATEST DRAMA OF AMERICAN LIFE EVER SCREENED—

BOOTH TARKINGTON'S MASTERPIECE—JEWEL SUPER-PICTURE.

THE FLIRT

WORLD THEATRE soon

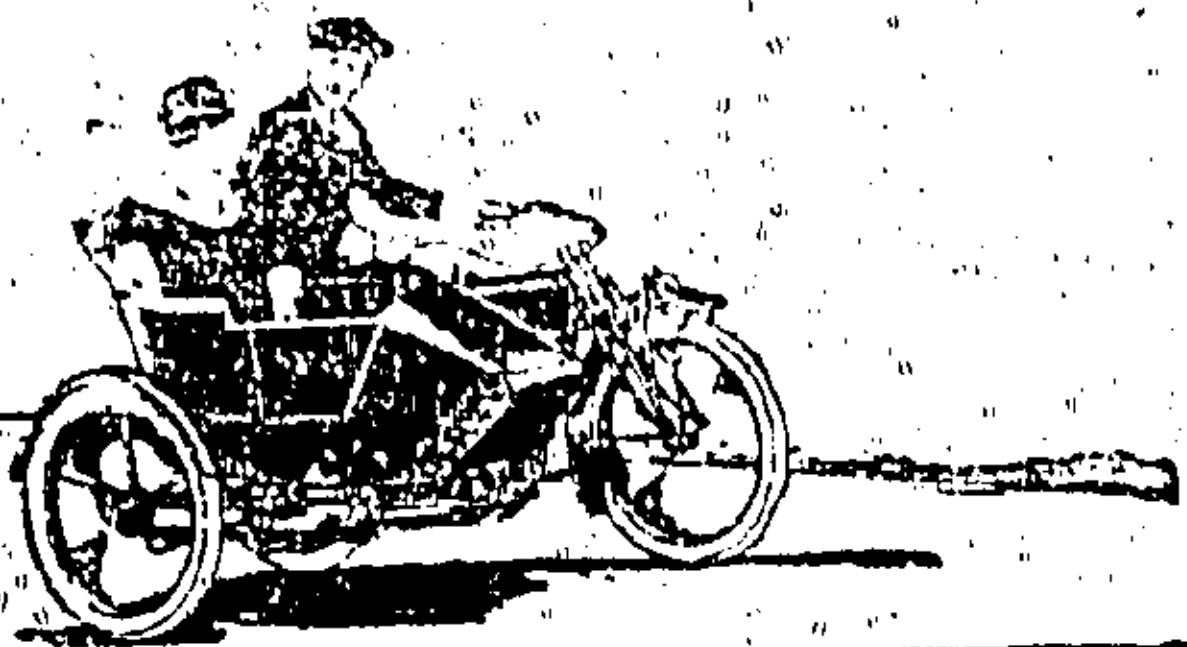
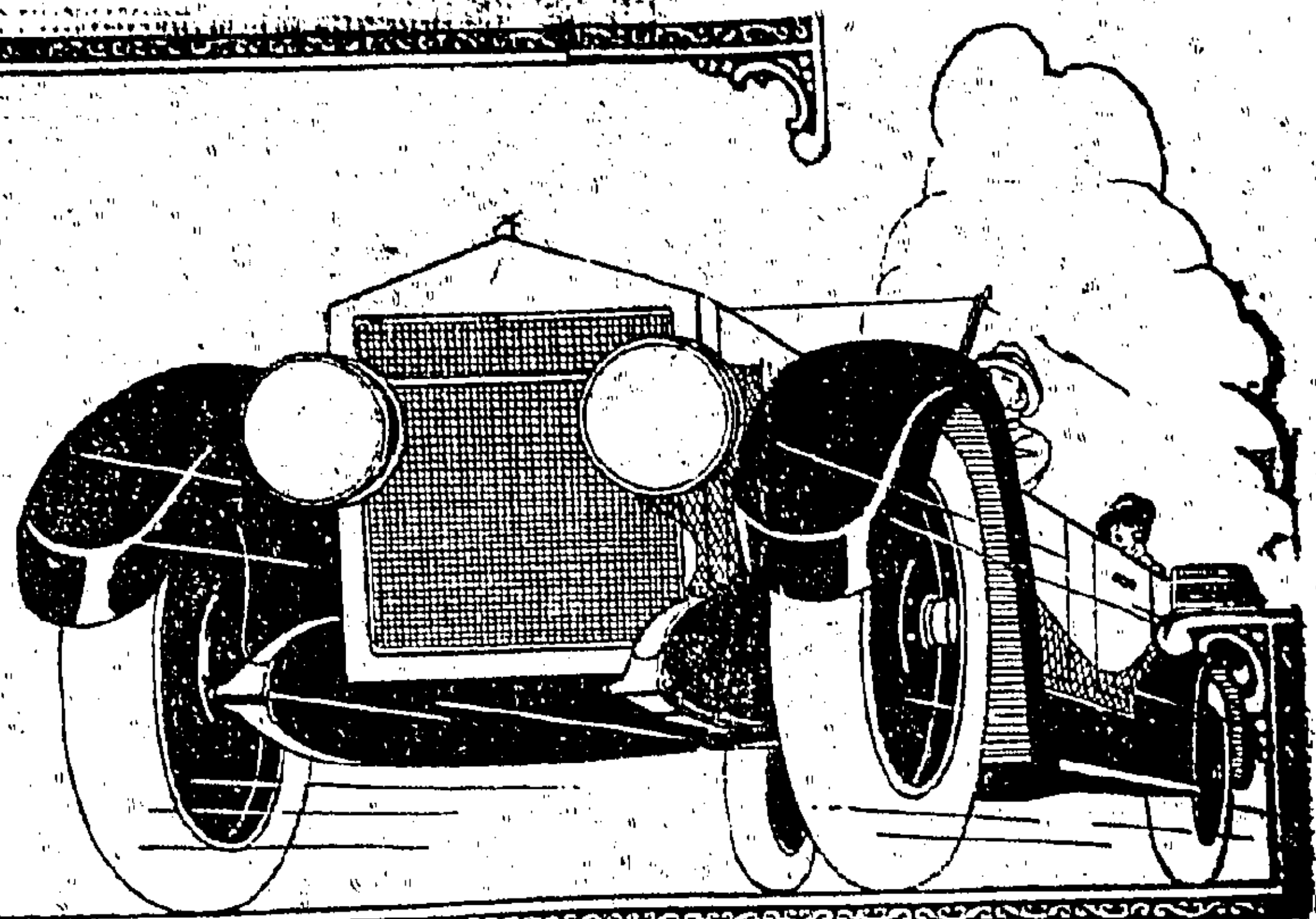
Coming to the

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

Saturday, September, 8th 1923.

(Being the Official Organ of the Hongkong Automobile Association).



LOCAL MOTOR NOTES & NEWS

In view of the fact that there are some people who consider that Tsin Wan Hill is not at all suitable as a trial course for motor competitions, the report of the trials organised and held this summer under the auspices of the Midland Automobile Club is of much interest.

The hill chosen for the M.A.C.C. meeting was the famous Shesley Walsh Hill which is described as "an ideal venue for a big hill climb, being steep and twisty." It is also interesting to note that five lady competitors took part in these trials.

Hill climbs help to develop the design of touring cars, continuous the report. The attendance was sufficient proof of the fact that a hill with corners in it, bends on which the drivers have to display their skill makes an event held thereon really interesting.

Here are a few extracts of the account of the contest: "Staccato barks heralded the approach of Nash's G.N. The silver streak loomed round the bend, and scattering broadcast across the road, hit the bank with both off-side wheels, heeling over as it cannoned. Nash seemed to put his right arm to break the fall, then, in a roar of astonishment let his clutch and, with both wheels badly buckled, started off again. It was a wonderful sight to see the frail motor-car, with twisted wheels but apparently undamaged steering, career round the top bend and actually finish with one front wheel flapping loose off the wheel."

Of another competitor, the reports say: "Then a low muttering boom came up through the trees, grew louder and louder in volume and suddenly became interspersed with loud bangings. It was C.A. Bird, on the Sunbeam, who approached the left-hand bend at terrific speed, swung the steering over, and the crowd gasped amazement when the whole car slithered across the road until it was broadside on. Bird kept her at it, straightened, and the tail swung left again, sending up a dense cloud of dust. His wheels hit the bank, but controlling the machine magnificently, he shot away up the gradient, slithering round the second bend, and was away to the finish." All this on a hill that would make Tsin Wan look like a billiard table in comparison.

Hongkong is quite famous for Pony Gymkhanas, but why not introduce something up-to-date in the way of Motor Gymkhanas? They could be called "Honk! Honk! Gymkhanas!"

Probably few people in the Colony realise the fun and sport to be derived from such meetings. The only things necessary are the

MOTOR CYCLE TIPS.

Tuning an Engine for Speed.

[BY "NORTONIA"]

Tuning an engine for speed in this Colony can be condensed into one word "fitting"—and the only way to get perfect fitting is by unlimited pains and an unbounded store of patience. It is worse than useless starting on any motor cycle adjustment and getting "fed up" halfway through so that the last part is scamped, and this is particularly so in the case of speed tuning.

In most cases it is best to take the engine out of the frame and place it on a bench. One can get at things much better then. These instructions apply chiefly to the American Big Twins in the Colony, but, of course, they apply equally well to most of the other makes.

It is assumed that the engine is absolutely clean internally. First take each piston completely with rings and lap it into its own cylinder, that is, take the piston and its service rings and make a piece of wood into the shape of a connecting rod to be used as a handle to work the piston up and down the cylinder. Coat the walls of the cylinder with a mixture of the very finest valve grinding compound procurable, bathbrick and paste metal polish, about equal parts of each, mixed to a thin paste with oil. Work the piston up and down, turning it round while doing so to prevent scoring. The lapping process should be continued until all the brown lines found on nearly every piston and cylinder have disappeared, and piston rings and cylinder are evenly polished all around. This operation is a heartbreaking job and may, if desired, be left to an intelligent bootie. The writer pegs his piston rings to prevent them moving around the piston. The cylinder bore wears slightly oval after a time, due to the thrust of the connecting rod, so if the rings are pegged they wear into the shape of the cylinder, and pegging also prevents the slots getting in line with the resultant loss of compression.

The valve parts and the inside of the induction pipe should now be held and emery cloth to a smooth surface, and all rough edges and corners as far as possible, removed to allow the easiest possible ingress and egress for the gases. The valve operating gear should now be inspected, and if any signs of wear are apparent in cams, rockers or tappets, renew the worn part and see that every part

moves freely but has not too much play.

The valve springs should be renewed and for the actual speed event a couple of 18" stool washers can be inserted above the head of each spring. These should be taken out after the event, as, although they are useful in causing the valve to return to its seat smartly and also help to avoid valve bounce, they cause a lot of wear on the operating gear.

The condition of the valves also is very important. They should seat perfectly and be an easy fit in their guides.

When replacing the cylinders, one ring (the middle one) can be left off. The loss of this ring eases the friction on the cylinder walls and if pistons and rings have been lapped properly, no loss of compression will ensue. When reassembling the engine, examine the sprockets and chains, and if the sprockets are hooked they should be renewed and the chains also. The gear-box should be thoroughly flushed out with kerosene and re-oiled.

When replacing the engine in the frame, the holding bolts must be tightened almost to thread stripping point, and spring washers and split pins should be used whenever possible. The exhaust system should be thoroughly cleaned. The valve tappets should have a preliminary adjustment when cold, but the final adjustment must be made just before the event. The engine should be hot and the tappets adjusted so that they revolve freely but there is no perceptible clearance between valve and tappet. Points to bear in mind are:

The lapping compound must consist of the very finest compound procurable; otherwise, the engine may get scored.

Every moving part must move absolutely freely, but there must be no excessive play.

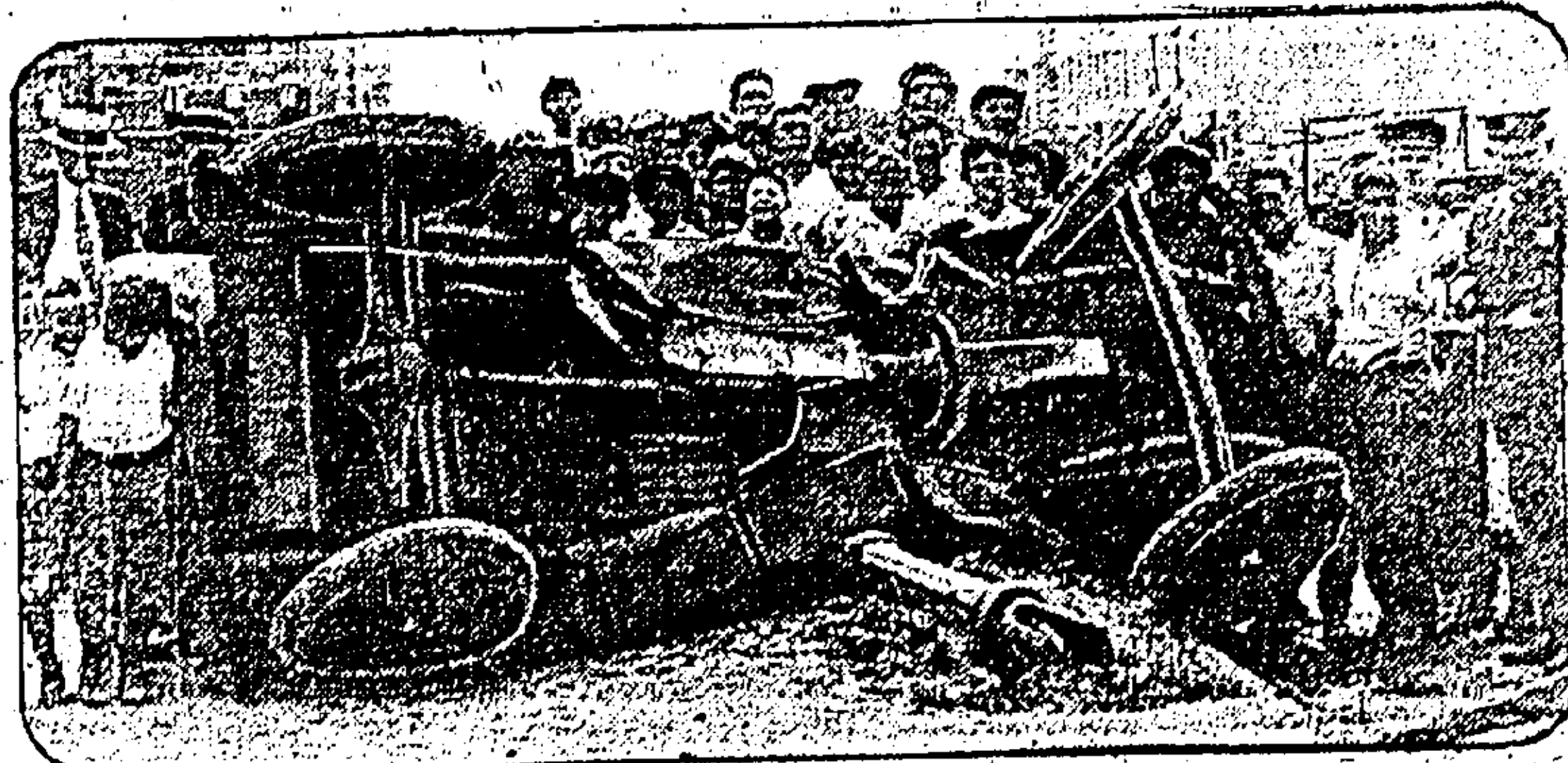
Before reassembling any part they must be very carefully washed in a 50-50 mixture of gasoline and kerosene, and thoroughly oiled with engine oil, and the greatest of pains must be taken to exclude grit, etc.

The condition of the valve gear is most important. [Note: "Overhaul" in 1923, H.P. Harley-Davidson]

CARS IN DENMARK.

Denmark, with a surface of 18,000 square miles and a population of nearly 4,000,000, has in operation no fewer than 17,500 passenger cars and 5,000 trucks. Of this total from 35 to 40 per cent is of American manufacture, 15 to 20 per cent, French, 15 to 25 per cent, German and the rest English and Italian.

A LUCKY ESCAPE.



The driver of this car, which ran into a lamp post in New York, escaped serious injury.

QUESTIONS & ANSWERS

"Scrutator" Replies to Queries.

"Scrutator" is prepared to answer questions relating to motoring. Queries should be addressed to him in *Hongkong Telegraph*. They should be sent in not later than Tuesday each week. Below will be found some questions and answers.

G.H.A. writes: "The generator on my car has 'gone bad' and I shall have to remove it for repairs. Can I run my car without it, and what precautions if any should I take?"

Answer: You can do so, but you will have to depend, of course on the electrical energy stored in your battery, at the time you disconnect the generator. Using the starter would consume this very soon and so you will have to hand crank the engine. The lights should be used as little as possible or preferably not at all and the dimmers only should be lighted, unless absolutely necessary. Don't blow the horn needlessly. The battery should be fully charged, when the generator is removed, so that the amount of stored energy may be at a maximum and you will find that this will operate the ignition system for a long time. You can test your cells for gravity, after a while, and if you find the state of charge rather low you can have the battery recharged from an outside source.

G.S. writes: "In the instruction book, which came with my car, it is stated that the use of too heavy engine oil is one cause of overheating and as my engine gets hotter than it should, I am wondering if this is the cause of it."

Answer: This is a very unusual reason to give for an engine's overheating. If oil is so heavy that it fails to distribute, abnormal friction and heat would, of course, be developed, but such a condition would not be likely to continue for any considerable length of time in practice. Some power is consumed and some heat developed in the internal work absorbed in "churning" a very heavy oil, but the heat thus set free would in practice be negligible as compared with the heat produced in an engine from other sources, although it is sometimes important in the case of a transmission. Too thin or watery oil, which permits metal-to-metal contact of moving parts, is much more likely to be the cause of excessive frictional heat than very viscous oil. It is much more likely that your overheating is attributable to defects in the cooling system or to a late spark.

GOOD IDEA FOR GYMKHANA.



In a tyre-changing contest in Philadelphia, Mr. C. Paine (seen above) was the winner. He took only 13 seconds to remove a tyre and won the cup shown.

UNUSUAL MOTOR CAR ACCIDENTS.

Simple Precautions Which Should be Taken.

There have been many unusual types of motor accidents recently, says a writer in a Home paper, and a few suggestions may be offered in regard to the abnormal types.

You should never stand in line with anything revolving at a high rate of speed. If you have to stand near it take up a position in front of or behind the line in which it is revolving.

The most unusual motor accident I have ever heard of occurred the other day. A blade broke off the radiator fan when the driver was making some engine adjustment and the accident proved fatal. A similar accident occurred only a few weeks ago, luckily without fatal results.

A 1,000 to 1 Danger.

The same precaution should be taken with regard to the flywheel. In these days the flywheels of motor-car engines are usually made of steel. In the old days, when cast-iron was used, burst flywheels were by no means uncommon.

And it is still possible, even with the utmost care in manufacture, for a hidden flaw to cause a flywheel to burst. If, therefore, you are racing the engine for tuning up when the car is stationary, do not stand in line with the direction of rotation of the flywheel.

It is at least 1,000 to one that the flywheel of a car of recent manufacture will not burst. But I can assure you from comparative recent practical experience—that when it does burst it makes an unholy mess of the chassis and anything else handy that is "in line" with the burst.

In this particular case a piece of the fly-wheel went through the wall of a house—and the engine was by no means "all out."

Where Not to Jack Up.

There have also been accidents recently through cars "jumping" off jacks, and running down hill out of control. You should never jack up a car on a steep hill—it is asking for trouble.

If you have a puncture on a hill, let the car run down very gently until level ground is reached. If you let her go down really gently you will not damage the tyre or even the tube.

If by force of circumstance you have to jack the car up on a steep hill, scotch the wheels, and have the low gear engaged. As a further precaution, leave the front wheels turned towards the kerb, so that whatever happens the car cannot run more than a foot before being pulled up.

You should never rely on the handbrake only when leaving a car on a steep hill. The little "detent" (the tooth which engages the ratchet) may break, or the ubiquitous "small boy" may take the brake off. Accidents have happened through both these causes.

Safety on Hills.

On a steep hill, always leave the low gear engaged and the steering wheels pointing to the kerb. And then, Couc yourself into remembering to disengage the gear before using the self-starter. And, dechutch, before taking the gear out, so as to avoid undue strain on the lever.

The vast majority of cases in these days have the floorboards fastened down. Drivers of old cars with loose floorboards should see that there is no danger of the boards jumping up on a bad road and jamming the brake and clutch pedals.

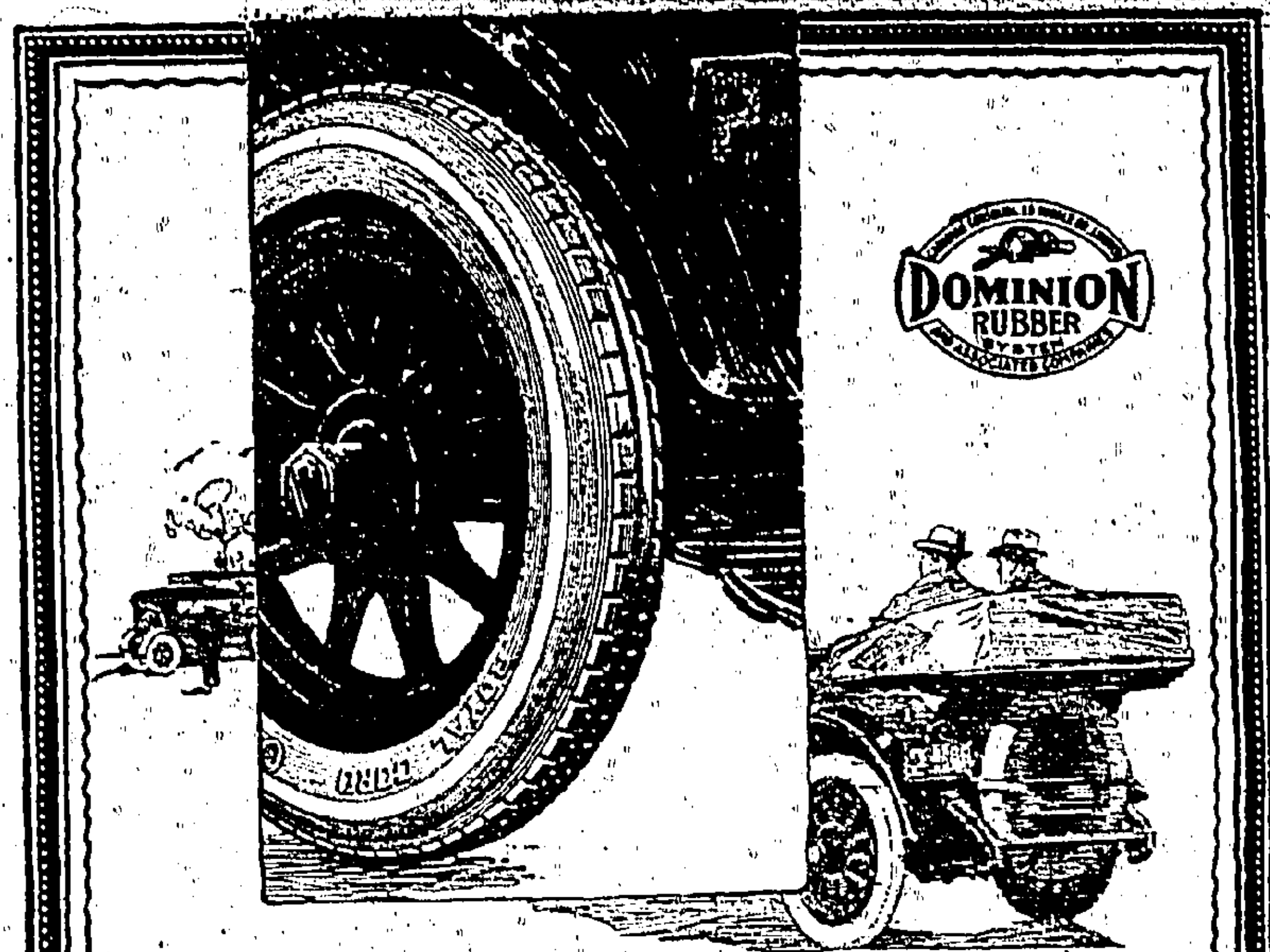
Finally, an opportunity is given for once again demanding that the relative positions of the brake and accelerator pedals should be standardised. A motorist buying a new car, or driving one belonging to a friend, may easily have an accident, through the brake pedal being on the left of the accelerator, if he is accustomed to moving his foot to the right, or vice versa of course.

NEW TYRE PRICES.

Motorists will welcome the good news that tyre are getting cheaper. Thus a 710 mm. by 90 mm. Dunlop tyre now costs £3 0s. 9d., against £3 7s. 3d. The inner tube, which formerly cost 3s. 6d., is now priced at 8s. 9d. Corresponding reductions have also been announced by Goodyears.

ENGINE SPEED EXTRAORDINARY.

At the Saltburn speed trials R. Maye obtained 80 m.p.h. from his Bugatti on third speed! The engine revs. were 5,590 r.p.m., a phenomenal figure made possible only by the use of a very high compression ratio in conjunction with "lops" or Disco fuel.



In Royal Cord Tyres there are no cross threads to chafe and heat the tyre. All the Cords go one way in each layer. Thus are thousands of miles added to normal tyre life

ALL SIZES IN STOCK
COMPETITIVE PRICES
Sole Agents—
HONGKONG HOTEL GARAGE

Royal Cord
A Dominion Tyre

CHINESE MOTOR STUDENTS.

Being Trained by Ford Co.

Detroit, July 8.—Routine of the manager in which Ford Motor Co. is developing the 100 young Chinese students at the plant as expert service men shows that they are working in each department until they have mastered the major operations. Each student, eight hours a day is getting practical experience in the factory. At 4 o'clock each Wednesday the whole group meet in the school building for an hour to discuss some problem of automobile construction or operation.

One of their number who is a mechanical engineer conducts a drawing class once a week for forty members. Another leads a class in mathematics. The students have all been picked by Dr. Joseph Baile of Peking University. In their studies here they will familiarize themselves with the process of manufacture, care and repair of the Ford car, Fordson tractor and the Lincoln. In another year many of the class will be ready for service in their native land.

"U TURNS" BARRED.

The authorities of Boulder, Colorado, have instituted a new rule whereby motorists may not make a complete turn in a roadway—a "U turn"—with the idea of proceeding in the opposite direction. Drivers who desire to retrace their steps in this manner must take the first turning on the left and reach their original street by the somewhat circuitous but safer method of going round a block of buildings. As a reminder to motorists the inscription "No U turns" is painted on various prominent highways.

FINE MOTOR ROADS.

Coast to Coast Tours in Canada.



A THRILLING STRETCH OF BANFF-WINDERMERE MOTOR ROAD

WHERE THE BANFF-WINDERMERE MOTOR ROAD FOLLOWS THE WINDINGS OF BOW RIVER NEAR BANFF

An event of great moment in the history of automobilism took place on June 30th, when the Banff-Windermere Motor Highway in the Canadian Rockies was officially opened. This is the last link of a 6,000-mile system of motor roads that form the "Grand Circle Tour," following which the motor tourist may visit ten national parks in Canada and the United States.

This new road is 55 miles long and extends from Banff, Alberta, to Sinclair Hot Springs in the Lake Windermere District of British Columbia, crossing the Great Divide via Vermilion Pass at an altitude of 5,680 feet. The roadbed is of screened gravel and 16 feet wide. Despite the heights to which it climbs, the grades are remarkably low, the average being 3 per cent with a maximum 400 feet of 9 per cent. The cost was \$7,700 per mile. Scenery along this new highway is superb, much of the way it leads

through virgin forest with vistas of snow-capped peaks revealed through openings and on the curves. The road begins 27½ miles east of Banff and from Banff to Lake Windermere in the Columbia Valley is 104 miles more. It is possible to motor this distance in one day, but the wise motorist will not hurry, rather he will drive slowly and take in side trips and enjoy the camps by the way.

Thirty-five miles west of Banff, a detour runs to Lake Louise, the loveliest of the many lovely lakes in the Canadian Rockies. From there another nine miles of excellent roadway leads to Moraine Lake in the Valley of the Ten Peaks, where a new bungalow camp invites to a stay. Returning to the main road, one climbs up the pass under Storm Mountain where there is a new attractive rest house, then past Marble Canyon to Vermilion River Camp, a beautiful drive

through the Kootenay Valley is followed by the solemn grandeur of Sinclair Canyon at the road's west end. Another bungalow camp is found at Sinclair Hot Springs, where several days may be spent profitably. Lake Windermere Camp near Invermere, is a very popular resort and the center for visiting many natural wonders. After passing through the Columbia Valley, tourists find excellent free motor camps in almost every town strung along the motorway in both Canada and the States. It is anticipated that at least 15,000 cars will pass over this new road during 1923 and that 75 per cent of them will be from the States. This highway will induce many Canadians to motor down through the Pacific Coast states and the cross-the-border-travel is bound to result in a better understanding between the two countries as well as mutual financial profit.

NERACAR



"SAFETY FIRST."

For safety, Reliability, Strength, Cleanliness and Economy the "NERACAR" stands unrivalled.

The "NERACAR" was not built for excessive speed. On plain level roads, it will give a speed of 35 miles, whilst on hills, such as the China Wan Hill, it will give a speed of 25 miles per hour as proved in the recent trials. Considering that most people rarely go motoring at more than 30 miles per hour on level roads or 20 miles up hills, the "NERACAR" has a reserve speed which is quite ample.

The "NERACAR" was specially designed and built to meet the needs of people who, in their daily avocations and pleasures, find that what is really required is a reliable, fair priced, light two-wheeled motor car that will carry them about safely, economically, at a fair speed and without the risk of having their clothing soiled by dirt, grease and oil. The "NERACAR" answers all these requirements and its gasoline consumption is one gallon to 100 miles.

Write or call for demonstrations

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NO CHANGE IN OUR AGENCY FOR THE ABOVE.

Full Stock of Spares Carried

One Way to Save Money

PERHAPS you have never looked at your oil bill in just this way:

Correct oil is not an expense—it is a saving. Oil is the one motoring supply you buy that has a direct effect on the entire operating cost of your car.

Good tires wear longer; good gasoline gives greater mileage. But they are both straight expense. They have no direct effect on the other operating expenses of your car.

Lubrication is conservation—the prevention of wear, the saving of undue expense, the lengthening of the life of your car. 50% of all engine troubles are due to faulty lubrication.

Incorrect oil adds to the operating expense of your car; the correct oil saves operating expense.

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ARROL-JOHNSTON and GALLOWAY CARS.

The prices of these cars in Hongkong will be the local equivalent of the listed prices ruling in GREAT BRITAIN.

We have made arrangements with the Arrol-Johnston Company, whereby a visitor to Great Britain from the Far East will be enabled to purchase at list prices an Arrol-Johnston or a Galloway Car for his use in the Homeland, and on his return to the Far East to have the car sent to the factory to be overhauled and suitably geared for the Colony of Hongkong. In addition, the car would be packed, insured, and shipped to us for delivery in Hongkong, free of all charge to the owner.

Further particulars can be obtained from our Garage Showroom in Pedder Street.

THE HONGKONG HOTEL Co., Ltd.

THE ERA OF THE MOTOR.

Some Facts and Figures.

Twenty-five years ago, said an American motor manufacturer in a recent speech, only four motor vehicles were known to be in existence in America, and perhaps not inappropriately, one of them was to be found in Barnum and Bailey's circus. "There is certainly a hint in this latter fact of some oddity about the new-comer and of the attitude of the public towards it. But twenty-five years have seen an extraordinary change. The little-powered vehicle of those early days, struggling for recognition, uncertain in its performance, regarded with some amusement and with some contempt, today stands for a gigantic industry and for a peaceful and beneficial revolution. Today there are 14,507,588 motor vehicles registered in this world of ours, and of this total America claims no fewer than 12,239,114. The little curiosity of the circus has become a common-place of everyday life, an essential part of our industrial and social systems. In the space of a few years the world has become almost motorised."

Striking Statistics.

For any data relating to the importance, financial and other, of the motor industry we must turn to "America," not merely because it has a huge and by far the greatest output, but also because in the National Automobile Chamber of Commerce of New York it has an agency for looking after the interest of the trade—the like of which no other country can boast. This Chamber is an association of manufacturers and others concerned in the industry, and not the least of its activities is to keep the world informed of the doings of the American makers and to emphasize the utility of the motor-car. Hence we have an annual volume packed with interesting and striking statistics. The latest issue tells us that 1922 was a record year. The production reached 2,859,064 vehicles, of which 2,406,396 were cars, the remainder being trucks, or, as we know them, commercial vehicles. This total represents a 60 per cent. increase over the year before and a 22 per cent. increase on the output of 1920; which

hitherto was the high-water year. The capital invested in the business is \$1,456,649,954, the cost of the material bought last year was \$1,289,614,326, the employees numbered 253,104, and the wages and salaries bill amounted to \$395,707,531. The industry has a capacious maw for material. Last year it took nearly 2½ million tons of steel, over 72 million pounds of aluminium, 105 million pounds of copper, roundly 27 million square feet of plate-glass, over 408 million feet of timber, to say nothing of big figures in the matter of lead, tin, nickel, leather (real and artificial), upholstery cloth, curtaining, hair and padding, paint and varnish, and the like.

The Ubiquitous Cars.

On a per capita basis there is one vehicle for every nine persons in America, and the machine is playing an ever-developing part. It takes minister and congregation to church, it takes the children to school, it is of definite assistance to the industrial and the professional man. Railway companies are attaching flanged wheels and running the motor-car on rails. It is developing suburban and rural areas; the farmer could not to-day do without it. These things account in measure for the tremendous output, but there is also the export trade, which last year reached 66,791 cars and 11,443 trucks. These figures fall greatly short of the 1920 exports, which were 142,508 cars and 20,136 trucks; but it has to be remembered that in that year the European motor industry had not got going again after the war. This fact also explains why in that year, if memory serves aright, England was the American maker's best customer; last year it was Australia for cars, 11,236 in all, and, interestingly enough, Belgium for trucks, this country taking 2,824 of these commercial vehicles. For all this to have happened within twenty-five years is indeed evidence of striking development. It could be carried further, for in addition to direct production and the effect of the industry on the steel, metal, glass, leather, and other trades, there are the tyre-making factories and the necessary trades to be taken into account.

REMOVING TAR SPOTS.

The appalling methods of tar-ring the roads that are now being practised at home give owner-drivers many heartburnings for their stained coachwork. A simple method of getting rid of the annoying spots is to put a dab of margarine over each spot, leave for three or four hours—preferably in the sun—and then it will be found that the tar has softened and can be removed without much trouble.

Wanted, British Statistics.

America has 84 per cent. of the world's total of motor vehicles, and her output is somewhere about the same proportion. This leaves 16 per cent. to be shared among Canada, Great Britain, Italy, France, and other European countries. What their individual contribution is cannot be said, for none of these countries has an organisation at all comparable with that very live Automobile Chamber of Commerce. Some such body would be of real assistance to the motor industry, which, recovering now in some measure from the effects of the slump, has still to fight against the effects of an inequitable motor tax, and by the very nature of this fight is hampered in its efforts to regain its overseas markets. The world is in the process of being motorised, and Britain has hitherto had some share in that process, contributing quality, if a long way behind in the mere matter of volume. There are reasonable hopes that the overseas trade will be won back and, once a real start is made, appreciably increased. Overseas critics, who make an art of frankness, have asked for adaptability on the part of the British maker, and that is now forthcoming. What essentially is needed is vigorous publicity regarding not only the quality but the volume of output. But of that the British maker as a whole fights shy—as if mere figures were everything! If, as he now claims, he is linking service to quality, then the facts should be common to the world over. American publicity, worked through the Chamber, is a valuable asset for the industry. Let the British maker study its value. —Manchester Guardian.



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when the doctor prescribes
he expects the druggist to fill
the prescription with pure
drugs. The quality of our
Drugs, Medicines and Toilet
Goods is not surpassed. Have
the doctor's prescription filled
here and the result will be
satisfactory.

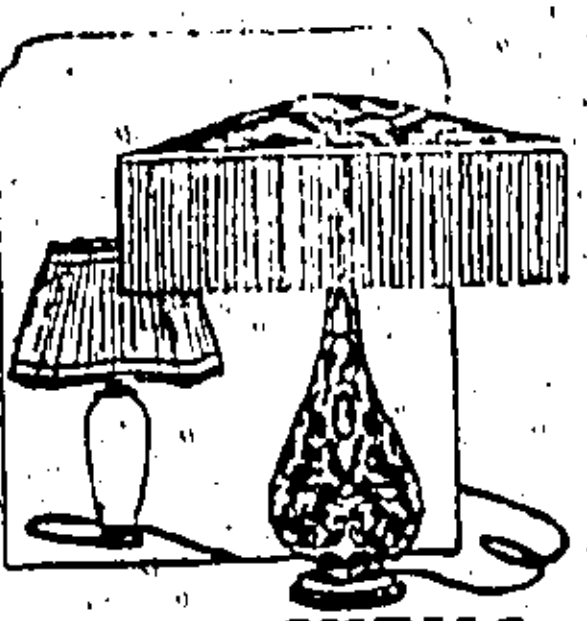
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TIME-TABLE

(From 1st June, 1923.)

| Week Days. | Sundays. |
|--------------------------------------|----------------------------------|
| 7.00 a.m. 7.18 a.m. every 15 min | 7.00 a.m. 7.10 a.m. every 10 min |
| 8.00 " 8.20 " " 10 min | 7.30 " 7.40 " " 10 min |
| 8.30 " 8.47 " " 15 min | 8.30 " 8.40 " " 10 min |
| 8.47 " 8.54 " " 7 min | 8.40 " 8.50 " " 10 min |
| 8.54 " 9.04 " " 10 min | 8.50 " 9.00 " " 10 min |
| 9.04 " 9.11 " " 7 min | 9.00 " 9.10 " " 10 min |
| 9.11 " 9.20 " " 9 min | 9.10 " 9.20 " " 10 min |
| 9.20 " 9.30 " " 10 min | 9.20 " 9.30 " " 10 min |
| 9.30 a.m. to 11.00 a.m. every 10 min | 9.30 " 9.40 " " 10 min |
| 11.30 " 11.30 p.m. " 15 min | 9.40 " 9.50 " " 10 min |
| 12.40 " 12.47 " " 7 min | 9.50 " 10.00 " " 10 min |
| 12.47 " 12.57 " " 10 min | 10.00 " 10.10 " " 10 min |
| 12.57 " 1.04 " " 7 min | 10.10 " 10.20 " " 10 min |
| 1.04 " 1.13 " " 9 min | 10.20 " 10.30 " " 10 min |
| 1.13 " 1.20 " " 7 min | 10.30 " 10.40 " " 10 min |
| 1.20 " 1.30 p.m. " 10 min | 10.40 " 10.50 " " 10 min |
| 4.00 " 4.30 " " 30 min | 10.50 " 11.00 " " 10 min |
| 4.30 " 4.30 " " 0 min | 11.00 " 11.10 " " 10 min |
| 6.40 " 6.47 " " 7 min | 11.10 " 11.20 " " 10 min |
| 6.47 " 6.57 " " 10 min | 11.20 " 11.30 " " 10 min |
| 6.57 " 7.04 " " 7 min | 11.30 " 11.40 " " 10 min |
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| 7.13 " 7.20 " " 7 min | 11.50 " 12.00 " " 10 min |
| 7.20 " 7.30 " " 10 min | 12.00 " 12.10 " " 10 min |
| 7.30 " 7.37 " " 7 min | 12.10 " 12.20 " " 10 min |
| 7.37 " 7.47 " " 10 min | 12.20 " 12.30 " " 10 min |
| 7.47 " 7.54 " " 7 min | 12.30 " 12.40 " " 10 min |
| 7.54 " 8.03 " " 9 min | 12.40 " 12.50 " " 10 min |
| 8.03 " 8.10 " " 7 min | 12.50 " 1.00 " " 10 min |

Saturday—Extra Cars:
12.00 Midnight.
Night Cars:
Weekdays and Sundays.
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9.30 " 11.00 p.m. every 30 min
11.15 " 11.45 " " 15 min
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Slaughter.**

Do women encourage the des-
truction of wild birds?
The question is prompted by
comments on the plumage trade
published in the current quarterly
number of "Bird Notes and News,"
the organ of the Royal Society
for the Protection of Birds.
In reply to a letter sent by a
member of the society to a well-
known firm of London drapers
protesting against being shown
in their millinery department, a
hat made entirely of the heads
and wings of small birds, she
received the following reply
(described as "eminently charac-
teristic"):

"We find there is a demand for
this kind of thing, and we are,
therefore, bound, in the interests
of the business, to stock same."

"We may mention that we are
ourselves not in favour of these
hats, but we are compelled
always to study what is good for
business, having the interests of
the shareholders always to con-
sider."

WHERE RESPONSIBILITY RESTS.
In commenting on the letter,
the society state that, without
going into the ethics of the com-
munication, the responsibility
rests with both the Shareholders
and the customers, and that the
"battledore and shuttlecock way
of shifting responsibility" does
not make for the credit of dealer
or customer.

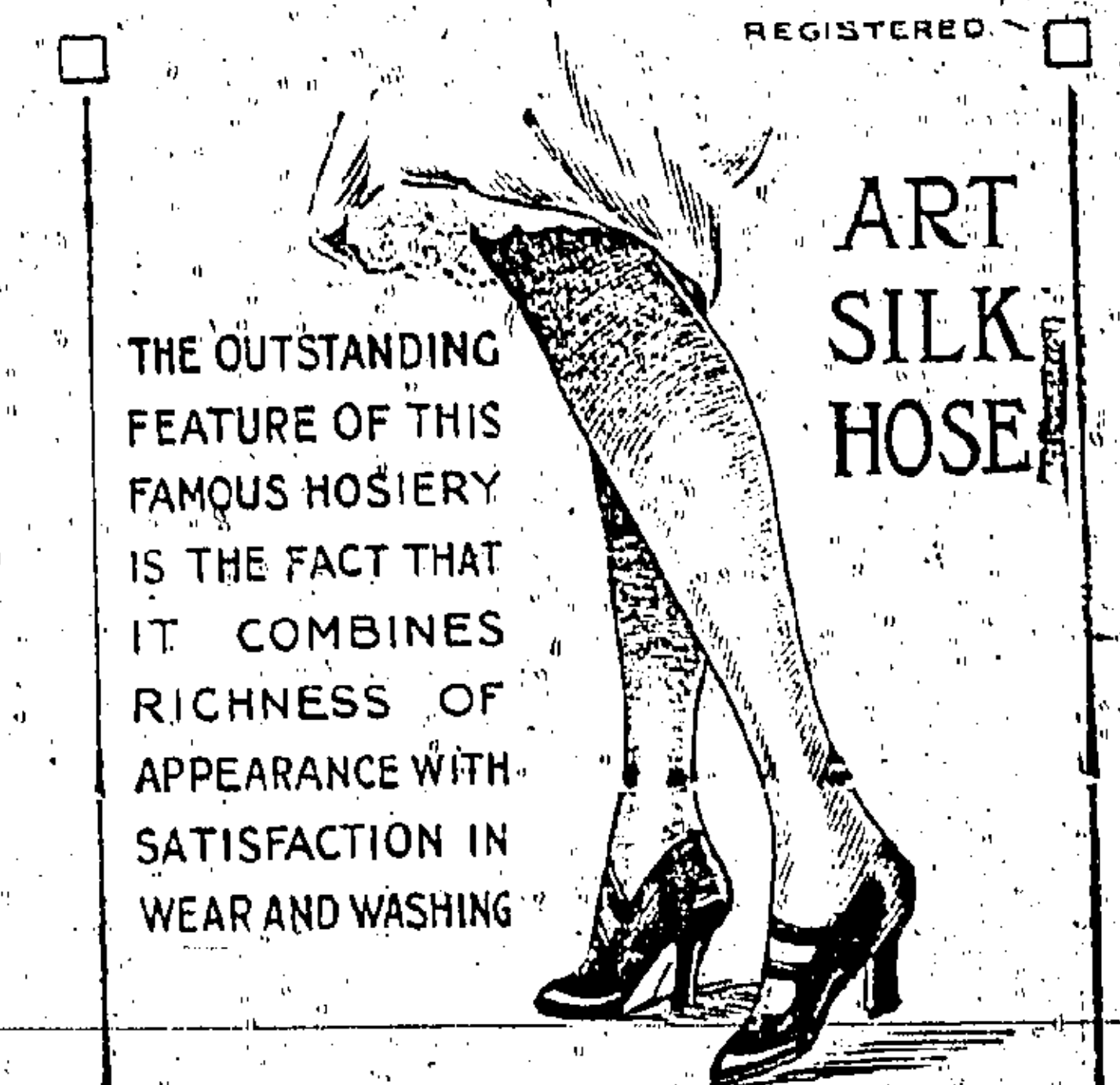
Many correspondents of the
R.S.P.B. marvel at the flaunting
display of osprey and paradise
feathers in shops and catalogues.
It is stated, imagining that the
Plumage Act settled once and for
all the buying and selling of wild
birds' plumage.

"The Act," it is pointed out,
"does not touch sale and wear. It
only prohibits importation."
"It is up to firms and women
alike to respect the spirit and
intention of the law," pleads the
society.

You don't need to be rich to own
A VICTROLA.
Ask Moustek about their easy payment
system.

WHITEAWAY'S
STANDARD VALUES

THE CELEBRATED
"Three Knots"



BRITISH MADE

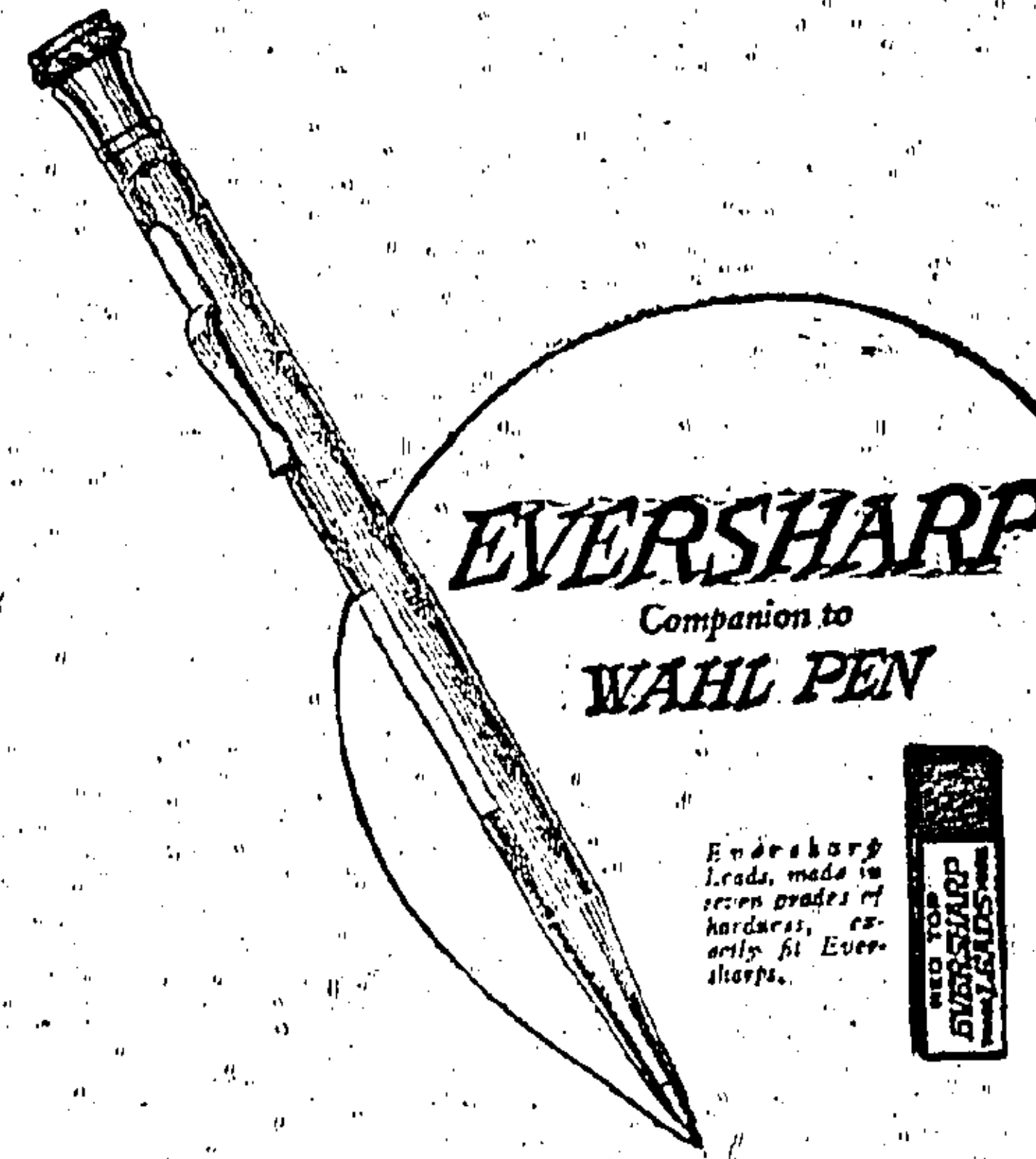
The above line in "ART SILK HOSE" is
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EVERSHARP
Companion to
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THE rifled tip is an exclusive Eversharp fea-
ture—found in no other pencil. It prevents
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holds enough leads at one filling to last for
months and a new supply of Eversharp Leads is
obtainable wherever Eversharps are sold.

Look for the name on the pencil. It is your guarantee.
THE WAHL COMPANY, New York, U. S. A.

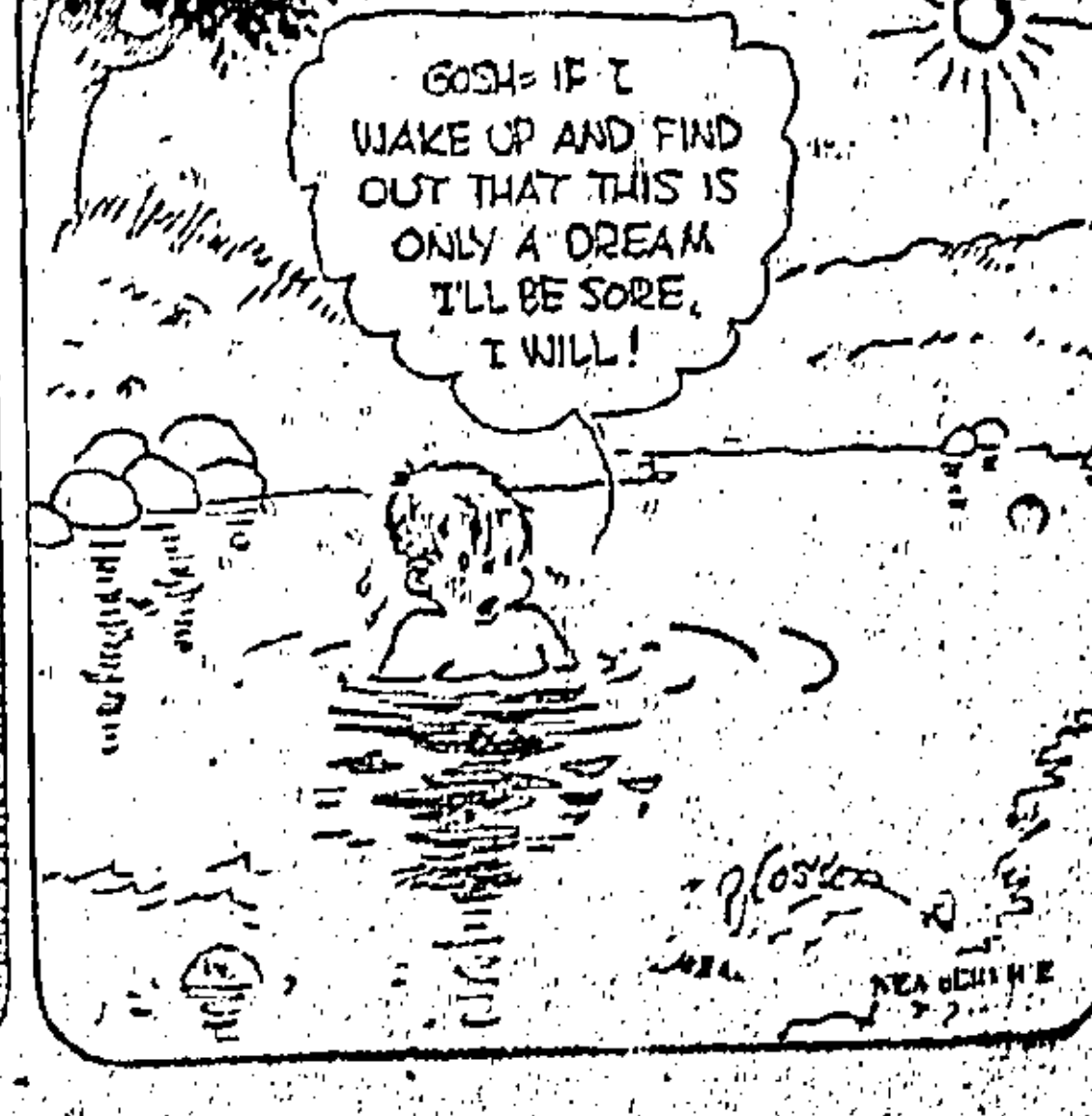
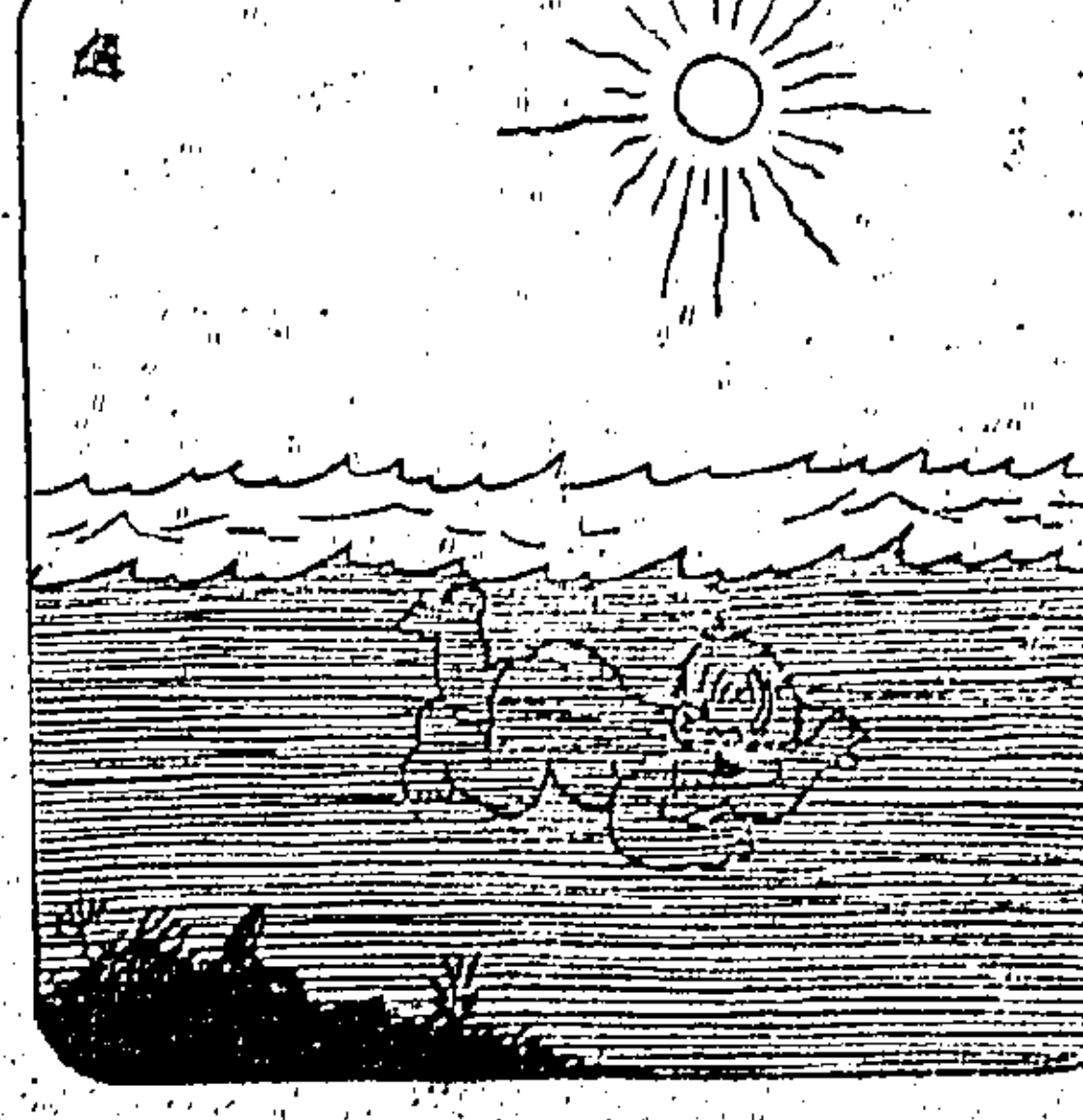
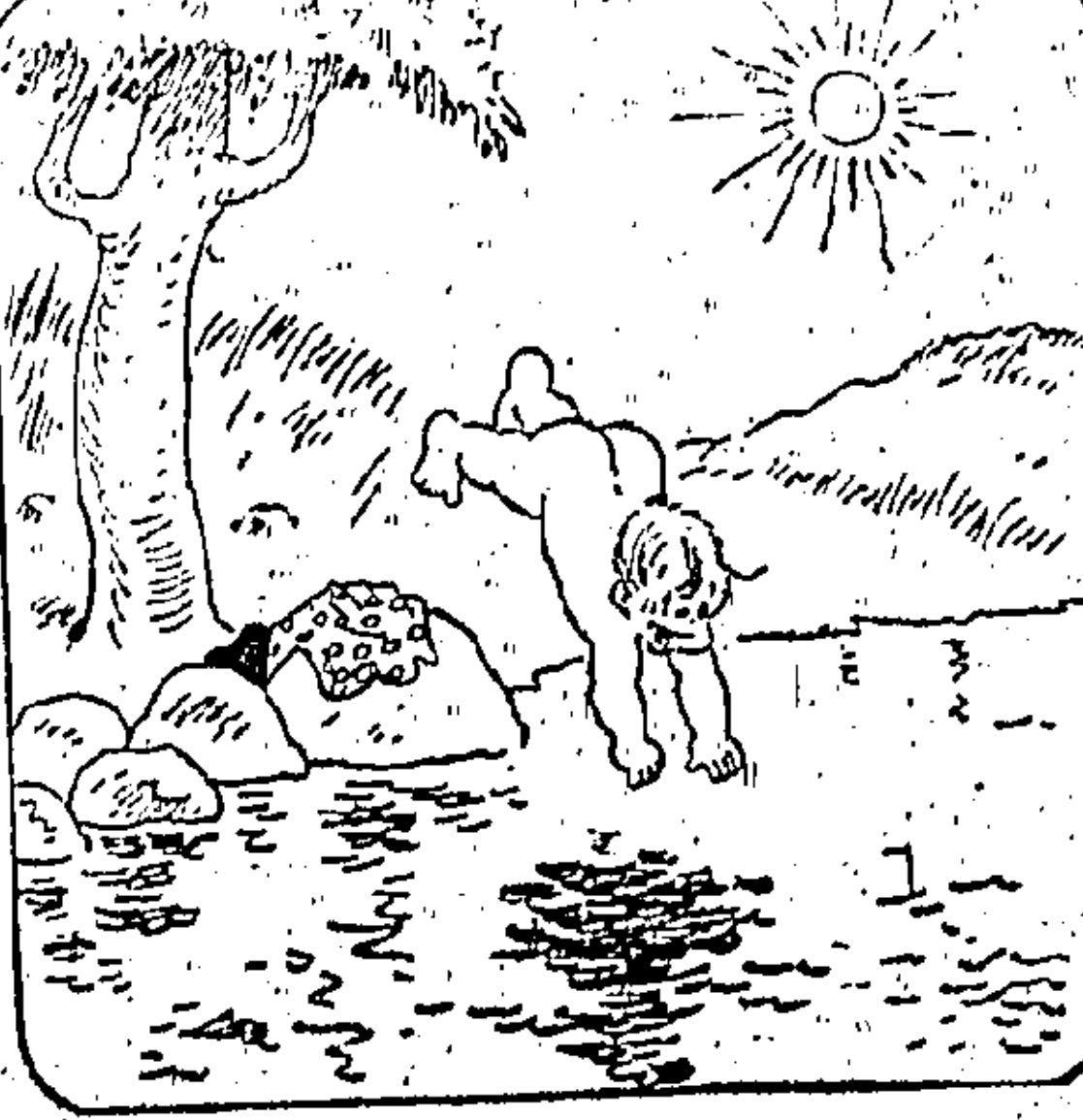
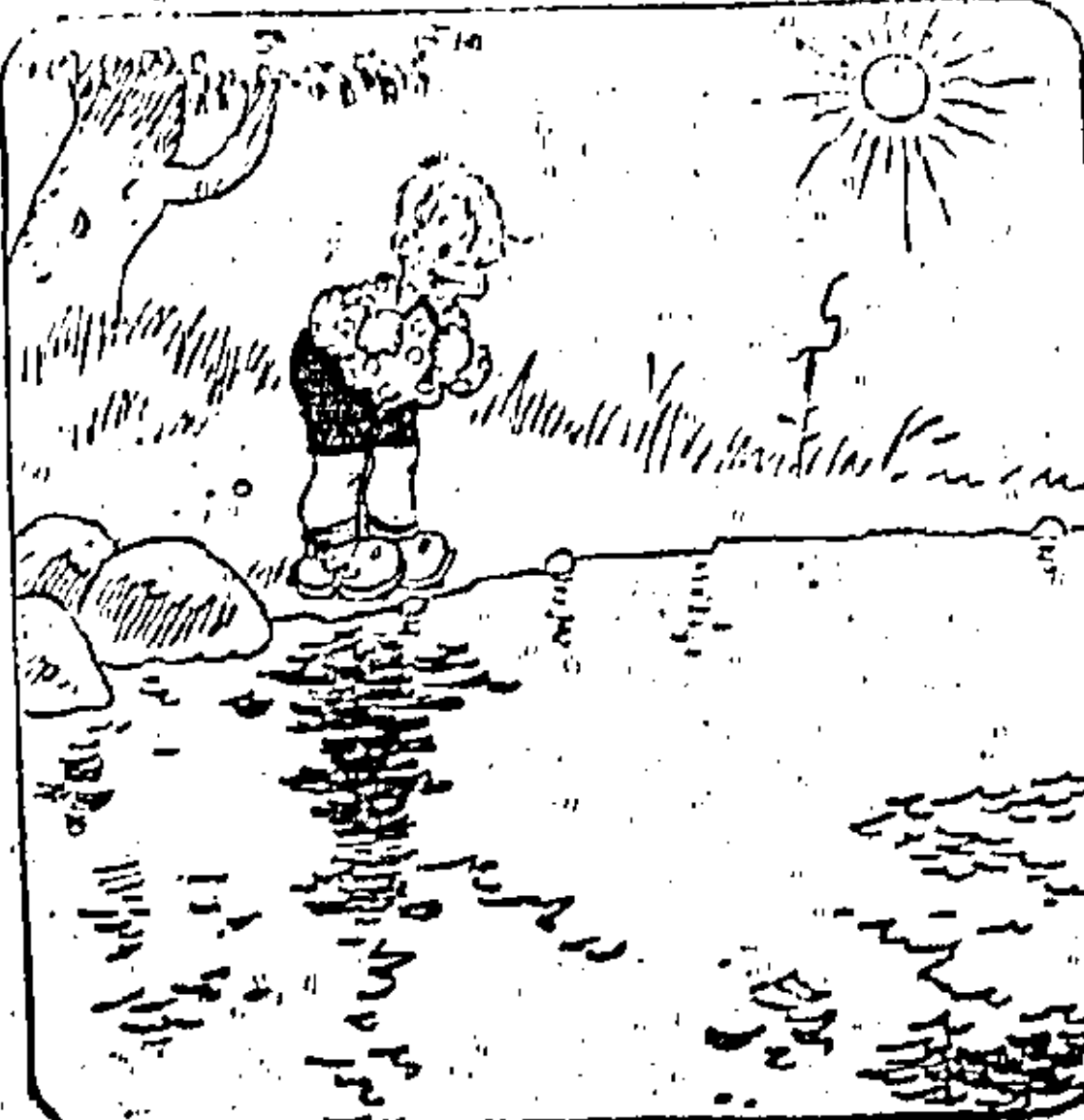


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You Couldn't Blame Him

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You will arise refreshed, full of vigour and energy, if you make it a habit of taking

WATSON'S

Effervescent LIVER SALT.

It acts gently on the liver, kidneys and bowels, and eliminates from the system all impurities. It relieves the congested condition arising from sedentary occupations, overwork, errors of diet, etc., etc.

Price \$1.40 per bottle

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ESTABLISHED 1841.



A VICTROLA
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Great music is always an interesting subject for conversation; such discussions cement many a friendship.

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DITSON'S

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FIELDERS' GLOVES, CATCHERS' MITTS.

BASEMEN'S MITTS BATS.

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PATENT TWO PIECE BASEBALLS.

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The Telegraph

HONGKONG, 8th Sept., 1923.

MODERN LITERATURE.

We published a small paragraph yesterday which recorded that an International Conference was to meet at Geneva on August 31st, under the auspices of the League of Nations, to consider the question of suppressing the traffic in licentious literature. The conference was to be composed of plenipotentiaries charged to prepare a new convention, the project of 1910 never having been put into force. Apparently this conference, if it be in session, is not considered of sufficient comparative importance these days to receive the attention of Reuters' service, to the Far East. We have not sufficient information as to the scope of the deliberations to judge the exact significance of the term licentious when applied to literature by an international gathering, but presume it goes no further than the obscene and semi-obscene publications which are known to circulate amongst the "underworld." If the scope is even wider than that, and includes the ultra-modern types of novels (and verse) that have found a market recently, then so much the better. But the matter might be carried somewhat too far. The authors of certain books in the English language might then find themselves very near the borderline, if one or two be not held actually to have overstepped it! Also, the French author whose work deprived him of membership of the Legion of Honour would be, perhaps, subjected to the disciplinary action of an international body! We purposely name no names, as we do not desire to aid the advertisement campaigns which, in the case of one very "daring" English novel, has already succeeded in attaining it a sixth impression within the first few months of this year.

The whole question is, just when merit in a true-to-life book will lift it out of the category of literature deliberately pandering to the salacious instincts of humankind. We think, therefore, that the Geneva conference will be tackling too big a proposition were it to take a tilt at freely-circulated fiction. All the same, we are old-fashioned enough to regret that something cannot be done to check the tendency of some modern novels, also who can say what it will lead to? It seems an anomaly that incidents—even common-or-

garden murders and robberies—are censored by the film scrutineers, yet form the sole stock-in-trade of some writers. Certain aspects of human frailty can hardly even be hinted at on the films, whereas one can nowadays read nearly all the bald details in a best-seller. It has been maintained that the cinema affects juveniles to a great extent. The answer is that juveniles who cannot read are too young to take harm from a film, whilst those who can read are able to devour "seven-shilling dreadfuls" to coin a new phrase in their heart's content. The repute of Dickens gave way, amongst the masses, before the flood of Charles Garvice. This was to be deeply deplored. But even Charles Garvice was better reading, we should fancy, than some of the stuff that is published nowadays, with the crudities of sex the only theme in it that finds a market. The "War" has been blamed for much of the present-day human lapses; but we wonder whether serious consideration has been given to the literature of the last decade.

Sheer Fleeing.

We referred the other day to the rumours which are in circulation in Hongkong regarding the dire calamities which are said to be due in this Colony in the near future. The latest story, we hear, is that on a certain date not only is Hongkong to completely disappear, but the whole world is to come to an end. We need not gaily trouble ourselves over these stories, for we have all often enough heard forecasts of the date of the end of the world which have never come true, although the dates set therefore have in many instances long since passed. We are now informed that the people responsible for the circulation of these yarns, which are implicitly believed by the more ignorant classes, are the priests and other functionaries attached to the many local joss temples. They have an eye to business, for the more these stories are believed, the more they do in the way of sale of joss-sticks, incense, etc., to those who frequent these places. Women in particular are said to be freely taken in by these tactics, which amount to nothing else than sheer fleeing. We wish it were possible to get at some of these rumour-mongers and give them the punishment they so richly deserve.

The Stink Carts.

We wonder whether the day will ever come when Hongkong will adopt a more hygienic method of rubbish-removal than now prevails? Every day, big lumbering carts, with no covering whatever, can be seen rushing down the hill-sides and being pulled through the city, full of the most evil-smelling garbage. Yesterday one that passed this office almost suffocated our staff with the smell that it sent through our open windows. It is certainly time something were done to provide more sanitary means of removing the Colony's rubbish. Even in the smallest towns at home, the garbage carts are covered in. Yet here, in a sub-tropical climate, we tolerate this antiquated method of removal. We have not the slightest doubt that these stink carts (for that is all they can be called) are a distinct menace to public health. Cannot something be done in the matter? What's the use of preaching sanitation to the public if the Government itself does not practice it?

LAWN BOWLS.

Interport Practice Game.

The Hongkong Interport Bowls Team had a practice match at the Kowloon Bowling Green Club's ground last evening. The team comprised Messrs. Omar, Hall, Gow and Wallace, and their opponents were Messrs. Harvey, Whibley, Crawford and Russell. Fourteen heads were played, and the score was 13 points each.

Messrs. A. Cheetham and J. Tomlinson, members of the Shanghai team, are already in the Colony, and it is probable that a friendly game will be arranged for them at the Kowloon B.G.C. green to-morrow.

DAY BY DAY.

NO CHILD WHO IS UPBRAIDED CAN RESPECT HIMSELF.—Dr. Hector C. Cameron.

Lieut. Colonel B. H. Finnis, 2/55th, Coko's Rifles, is granted the local rank of Colonel, with pay and allowances of substantive rank, from September 16th, and is appointed O. C. Troops, North China.

Command orders notify that pending the arrival of Garrison Sergeant-Major Tye, the appointment of Acting Garrison Sergeant-Major is held by Sergeant R. Smith, 2nd King's, vice Garrison Sergeant-Major B. Hallmark, M.C., who is promoted to commissioned rank as Quartermaster.

Two lots of Crown land will be sold at the P.W.D. offices on the 24th, instant. The first is new Kowloon Island Lot 465, situate at Shamshui, containing 3,175 square feet, the upset price being \$2 per foot. The other is Inland Lot 2442, at Mount Davis, containing about 32,800, the upset price being \$7,060.

Leung Wa-po, compradore and part-owner of the steamship Yan On, was charged by the 1. and E. office, before Mr. J. R. Wood at the Police Court this morning, with possession of and alternatively, importing contraband, to wit 1,140 lbs of loose opium, from Kwang-chow-wan. The defendant, who was represented by Mr. G. K. Hall, Brutton, was remanded for a week, bail being fixed at \$25,000.

Faravalle and Torre, the two Frenchmen detained at Victoria Gaol, in connection with the recent arms charge against U. Hon-man, assistant compradore of Messrs. Dodwell and Company, were recently in Saigon before they went to Shanghai. Deportation proceedings are being considered by the Police authorities, and it is stated that they will be returned to Saigon.

BILLIARDS.

A billiard match between teams of eight corporals and privates, 2nd Bn. the King's Regiment, was played in the Recreation Room, Murray Barracks, on Wednesday and Thursday evening and resulted in a win for the privates' team by 104 points. Scores:

| CORPORALS. | |
|----------------------|-------|
| Corpl. Beesley | 150 |
| 1st Cpl. Dyer | 150 |
| 1st Cpl. Barlow | 88 |
| 1st Cpl. Curri | 137 |
| Corpl. Connolly | 117 |
| Corpl. McGowan | 150 |
| 1st Cpl. Dangerfield | 132 |
| 1st Cpl. Fox | 118 |
| Total | 1,032 |

| PRIVATES. | |
|---------------|-------|
| Pte. Todd | 127 |
| Pte. Ashcroft | 138 |
| Pte. Cammock | 150 |
| Pte. Valiant | 150 |
| Dr. Walker | 150 |
| Pte. Williams | 121 |
| Pte. Crooks | 150 |
| Pte. Gregory | 150 |
| Total | 1,136 |

K.C.C. CONCERT POSTPONED.

On account of the inclement weather, the open-air concert arranged to take place to-night at the K.C.C. grounds on behalf of the Japanese Relief Fund has been postponed indefinitely.

THAMES PILOTS' FEES.

From figures quoted by Judge Parry when sitting at Lambeth County Court it appears that ordinary Thames pilots earn on an average close on £1,000 a year, while the "choice" pilots (pilots specially retained by the large shipping companies) make double as much. A "choice" pilot will bring a 30,000-ton vessel to port with only a foot to spare. She may be drawing 25 feet, but the pilot knows just where the depth is 26 feet, so is safe.

Bulls and Inners

From the Office Butts.

We desire to contradict the rumour that the Government proposes at an early date to provide a cecche for the convenience of thirsty and irresponsible Junior Assistants.

Wasn't it a pity the vote on the Chits Bill wasn't taken earlier in the summer? It might then have gone the other way.

Vote for chits but none over forty years old.

In organdie preferred.

We're lucky with our officials. Or, put it another way, isn't it a remarkable coincidence that the whole blamed lot have such a horror of chits? H'm.

Here's a real homely touch: Mr. Pollock: "The meal being finished the parties perhaps get a little tired of the dining room."

Praps so. Like marriage, holidays, babies and Mah Jongg, you can get too much of a good thing.

He's a well-meaning soul, Pollock, but awkward at times but fine at dancing with his. Let's put it in his own words:

"Repulse Bay. People go there to dance. Very often they dine before they dance or you dance with your dinner."

We've had much worse partners.

"Or, in the words of the Ordinance, in conjunction with your dinner."

We'll say so. And from some of the attitudes, very much in conjunction with the dinners of other people.

What an argument! No wonder the Governor wiped the floor with them.

According to an advertisement, a smooth-haired pup has gone astray on the Peak. It must have been him we saw the other day having tea in a local hotel.

The world may breathe freely once more. The Corner Conference in Wiseman's last Thursday decided that Japan will pull through all right.

Nothing like keeping our head. While Japan burns, we solemnly sit and discuss the morality or otherwise of signing chits.

We believe that the many syrup drinks which have made their appearance in the U.S.A. since the advent of Prohibition, have nothing to do with the increase in syrupitious drinking.

The P.W.D., by farming out the designing and building of those British Schools, have at last admitted that there can be too much of a good thing. Good lad, Harold.

A contemporary trusts our Bench and Police will co-operate amicably within their respective spheres. Fine.

That's just what the Irish and the Germans have been trying to do this long while past.

How can two parties co-operate without being amiable, anyhow?

On Thursday Reuter sent us a cable quoting marks at 900, 852, 152, 655, 514, 410, 507 to the pound. We'd hate to be a money-changer in Germany.

Dr. Sun tells Sir Robert Ho Tung that he is prepared personally to meet other Chinese leaders in Conference. It looks as if he's going to have plenty of time on his hands soon.

The beauty of these round table conferences is that there is no end to them.

The High Cost of Fibbing is still going up. German white silk stockings have been found to be mercerised cotton.

Still, at a shilling a pair a white lie of this description can be tolerated.

So long as they do not wrinkle round the ankles.

Yes, if we'd had no bananas, we'd have no banana skins to stop on.

On the Peak Trans taipans are no longer taken at "face value."

"American women used 10,000 tons of talcum powder last year," says an overseas fashion journal. A statement that certainly puts a different complexion on things.

Some people only tell the truth when they lose their temper.

Princess Mary received a wedding gift from the women of New Zealand a few weeks ago. It is believed that a christening gift for Master G. H. H. Lascelles will be despatched early next year.

"There is nothing like a good smoke," runs a certain cigar merchant's announcement. That is what Balaam said when his ass refused to go on.

The fall of Waichow is expected any year now.

The Chinese who stole the wire netting from Taikoo Dock was probably contemplating a run with someone else's money.

Disaster is only relative. What's a few tiles anyhow? Think what it might have been.

All those in favour of flat roofs? Tiled? Carried unanimously.

What we want is the good old-fashioned dances and that tired feeling in the right arm back again.

King Canute tried to stop the waves and got wet instead.

Some of our good friends think we can get wet quicker by re-introducing the old-fashioned dances.

Some of these "Mess Contractors" certainly live up to their names.

Last Saturday evening a respectable-looking gentleman was removed to his home in Kowloon in a semi-conscious state. He had taken a full dose of "whisky dry."

Sub-Lieutenant P. C. Agnew has been posted to the sloop Bluebell on the China Station.

Hard lines. If it had only been Submarine 9 now, he'd have had a chance to put in his foreign service without working.

The Chinese are trying to stop the Shanghai Mutual Telephone Co. from extending its lines into Chinese Territory.

We don't wonder at this. China has to start sometime to eliminate atrocities.

It only needs the dollar to fall to two bob to complete our misery.

St. Andrew's, Kowloon, is to have an extra parson soon.

Steps have also been taken to open a lodge of Theosophists on the Peninsula.

An "Early-to-Bed" League is contemplated.

The only thing lacking is an up-to-date cemetery.

Governor-General Leonard Wood of the Philippines will come to China in the autumn.

Which is altogether wrong. He should have sent Quezon instead.

And had him pinched by bandits just to see how independence works out in practice.

From a local advertisement: "French, German, Spanish, Hindustani, Italian, etc., SELF TAUGHT at Brewer & Co."

Fine! Pity they couldn't have included Portuguese when they were at it.

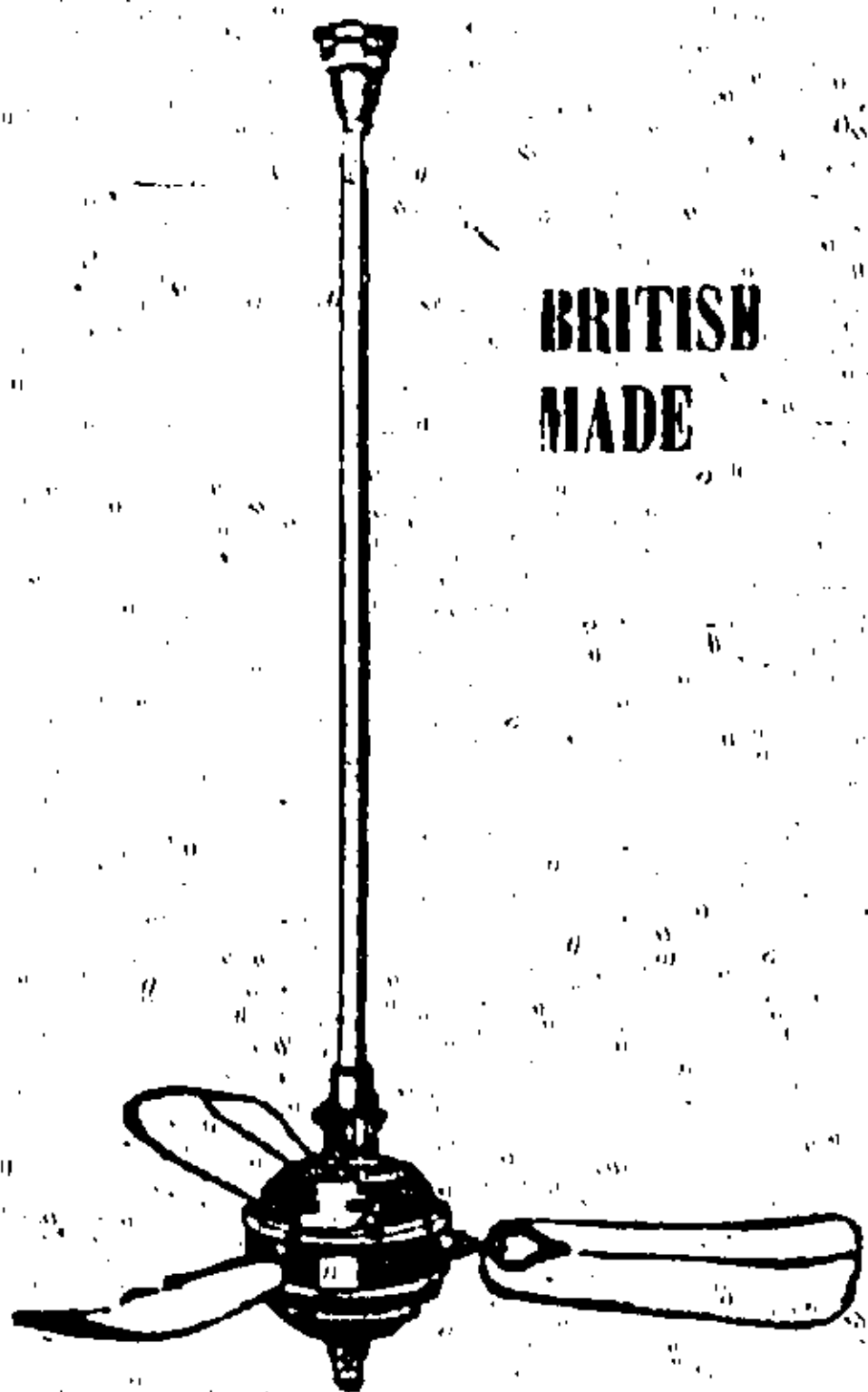
Just when these Shanghai bowlers thought they were going to have a nice quiet time, someone starts electing a recreation committee.

Four mosquitoes, blown inland by the recent typhoon, have returned to Fanning.

They will be treated in due course to a crude oil frappe.

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THE THREE CURVED BLADES GIVE MAXIMUM
DISTRIBUTION OF AIR COMBINED WITH ABSOLUTE
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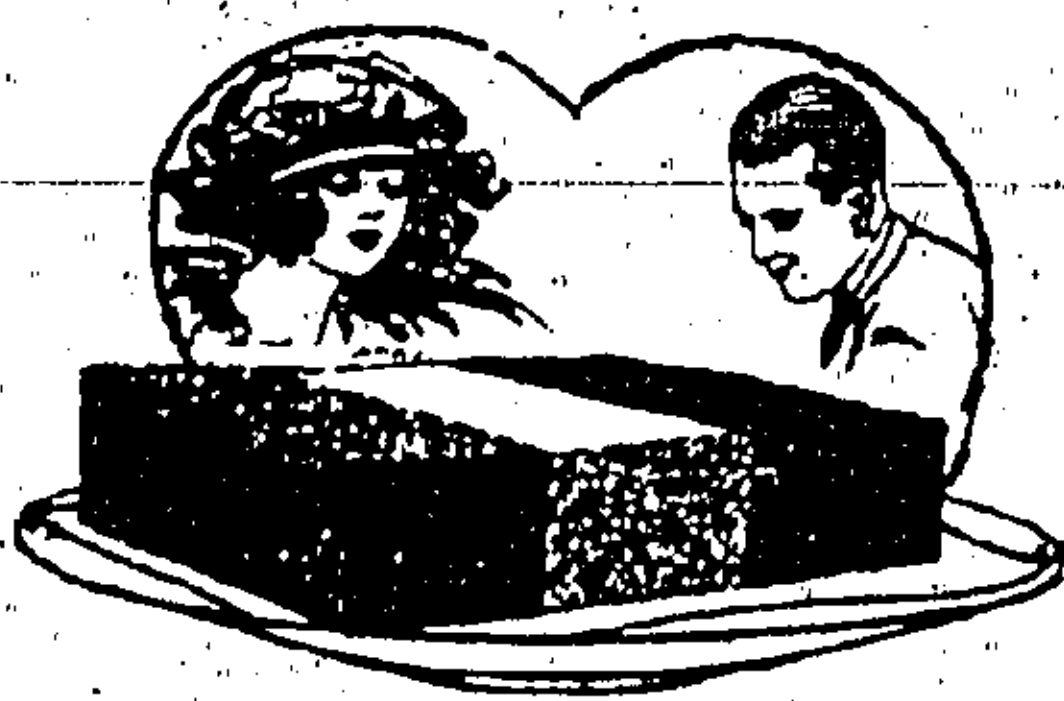
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RADIO NOTES AND NEWS.

New Tube Makes Amplification Unnecessary.



When girls go to college these days, not all of them want to learn cooking and other household cares, as this picture testifies. Here, students at Hunter College, New York, are delving into the mysteries of radio. Dr. A. Turner is telling them all about it.

The heart of the radio set, for transmitting and receiving, is still to be raised to perfection. That is the tube itself.

In the last two years, during which radio has met with the greatest popular response in its history, the tube has been subject to change about as often as any part of the radio apparatus. In fact more so, for scientists have realised that this, the most important part of the set, was where they should go for improvement.

Immediately upon expiration of the patent rights on one form of tube, the market began to be invaded by other forms, some of which still exist, while others have died a quiet death. Various kinds of dry battery tubes, gas tubes and vacuum tubes now exist, and each has its individual hook-up by which it is supposed to be most effective.

The latest form of tube is what is termed the "alkali vapor tube," brought out by Mr. Hugh A. Brown, associate of the department of electrical engineering, and Mr. Charles T. Knipp, head of the physics department of the University of Illinois. It is a detector tube made so sensitive as practically to obviate the necessity of using amplifying tubes.

The injection of a potassium sodium alloy into the tube during the process of evacuation is said to be the whole principle on which its construction is based. It is a complicated and extremely delicate process, however, and is therefore costly.

According to its inventors, the tube has the following characteristics and advantages:

1. It acts as a sensitive detector at any plate voltage up to 60 volts, although it produces best results between 8 and 10 volts.

2. It is more than three times as sensitive as the ordinary detector tube.

3. Adjustment is less critical, therefore much easier, than on an ordinary tube.

4. Besides being more selective in wave length, and steady, the tube is said to give "absolutely distortionless reception."

This has long been one of the bugaboos of radio reception, the correction of which will be received with glee by every radio fan.

5. The voltage is higher than on the ordinary tube, to raise the temperature of the filament to a point at which the potassium sodium alloy vapor can become active.

When the new tube was tested in the vicinity of Urbana and Champaign, Ill., the receiving fans who used the tube in their sets reported having heard Kansas City, Atlanta, Schenectady and Pittsburgh on an ordinary regenerative hook-up with no amplifier. And with the antenna 12 feet above ground and 40 feet long.

By raising the antenna to a height of 40 feet, broadcasting stations as far away as Los Angeles could be heard on this single tube! These stations, the inventors report, could be heard even without a "B" battery and with the plate circuit return connected to the negative filament lead.

Even this tube is not the final word in perfection of the "heart of the radio set," for what radio fans want is not only a highly sensitive and efficient tube, but one that is cheap and more durable.

After the interior of the tube has been brought to the zenith of perfection, perhaps, inventors will seek to produce methods by which it can be produced in larger quantities, at lower rates.

Silencing interference.

An end to interference from one serious source is promised with the advice from Washington that a system of "silent" wireless telegraphy has been planned for the government code stations.

By this system, code signals would be sent on wave frequencies below that of sounds audible to the human ear. Thus, a radio fan would no longer be bothered by the constant ticking and buzzing during the reception of a broadcast concert.

Major Joseph O. Mauborgne, who has been put in charge of the radio laboratory of the U. S. Bureau of Standards, is concentrating his attention on this phase of radio development. He will begin experimenting with wave lengths ranging from 450 to 500 meters.

Major General George O. Squier's fast code signal system

BASEBALL POINTS.

More Questions Answered.

There is a runner on first base and one man out. With two strikes and two balls on the batter, the runner on first starts to steal on the next pitch.

The ball is inside, but the batter elects to hit it. He takes a healthy swing, but misses. As the batter misses the third strike, the pitch is so far inside it ticks the batsman's shirt.

The catcher handles the ball perfectly and makes an accurate throw to second to get the runner who was trying to steal that base. The ball arrives in advance of the runner and the shortstop who handled the throw touched him with the ball a foot in front of the base.

What is the proper ruling?

THE INTERPRETATION.

When a pitched ball at which the batsman strikes and misses, comes into contact with the person of the batsman, the ball becomes dead.

In the play cited, it happened to be the third strike.

It would have retired the batter whether or not the ball was caught by the catcher.

The fact that the ball was caught by the backstop, made, no particular difference. It in no way gave him the right to throw to second.

The ball was dead when it hit the batter, and the runner who tried for second and apparently was thrown out, should have been sent back to first base, as no play was possible once the ball became dead.

ELECTRIC BEAN SORTER.

Sorting beans by electricity seems almost like cracking nuts with a steamhammer, but a Michigan farmer with the good old Yankee name of Mr. Williams has invented a machine which does away completely with hand labour. The light from a bean is reflected through a selenium cell. When this colour is normal nothing happens, and the bean passes on to a waiting sack. If, however, the bean proves a bit off colour, there is a change in the electrical conductivity of the cell; a magnet raises a finger which pushes the bean aside into a receptacle which awaits its arrival. The same machine has been utilised for sorting olives; the red and purple fruit are cast out, the green only being allowed to pass on.

will be applied in many of the experiments by which messages may be increased by 150 per cent. in speed.

That leaves two serious sources of interference to abolish, before the radio fan will enjoy his broadcast concerts. First is static. Then, local interference, such as any transmitting station might cause because of its proximity to the receiver.

Both of these are being made subjects for correction.

Static eliminators have been brought out, with the hope of abolishing this natural form of interference from the atmosphere. But, despite the high hopes placed on such inventions, none has as yet proved satisfactory enough to be hailed as the Nemesis of static. Experiments are still going on at the U. S. Bureau of Standards to make the static eliminator efficient enough for practical use.

Better receiving, as well as transmitting, instruments have already tempered down atmospheric interference considerably. The static eliminator, or some other such invention, would abolish this altogether.

Local interference from other broadcasting, or individual transmitting stations has been, perhaps even more serious than static. Radio fans living near a powerful broadcasting station have had considerable difficulty trying to tune out its interference, for some distant programme.

One of the many steps to eliminate this form of interference is the new system of wave length allocation, by which broadcasters send out their programmes on different wave lengths. Despite this system, however, receiving radio fans still experience this form of interference.

The broadcasters themselves have been trying to clear the air of this trouble, and have succeeded to some extent. But they have still far to go before they will stop interfering with one another.

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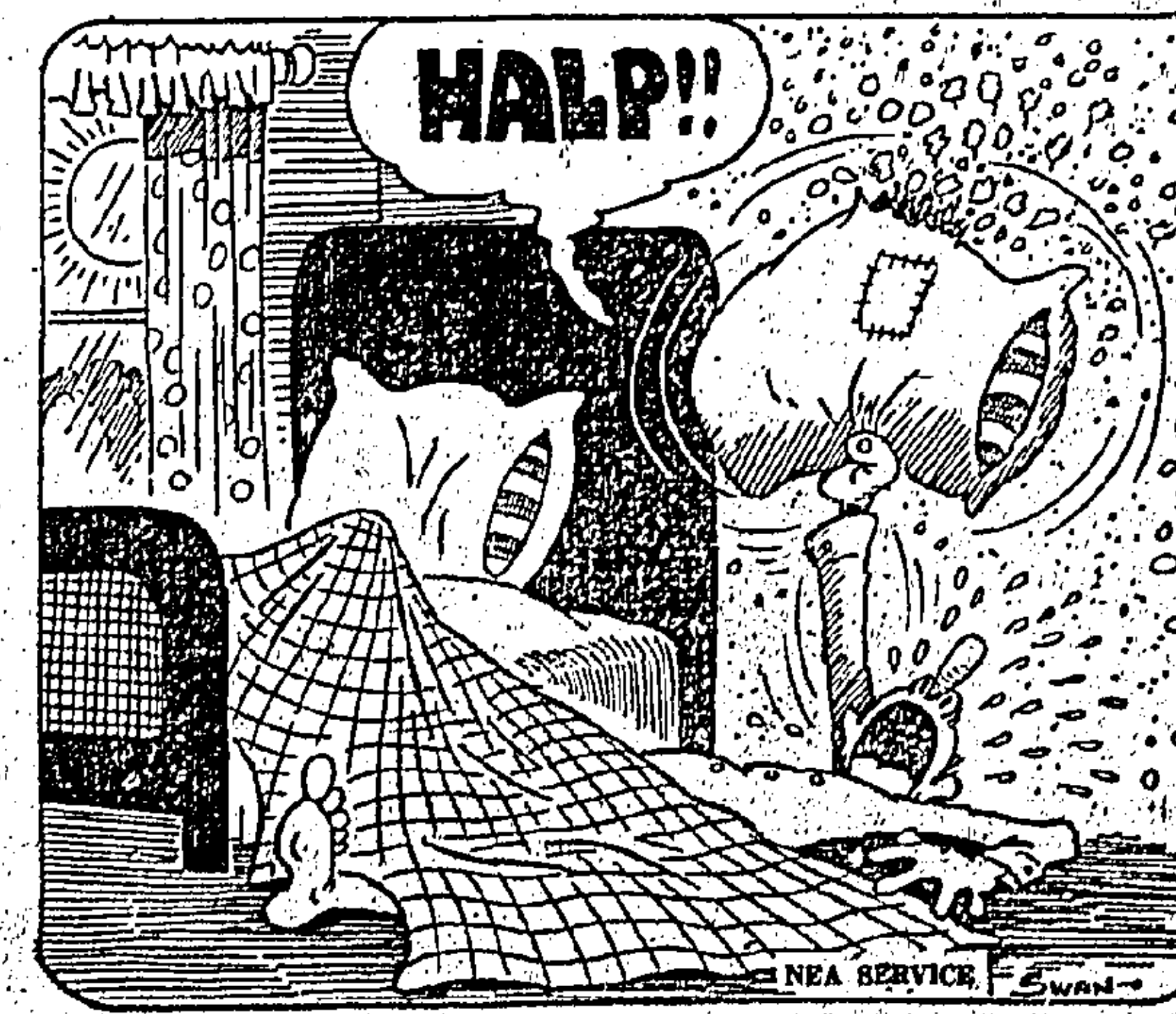
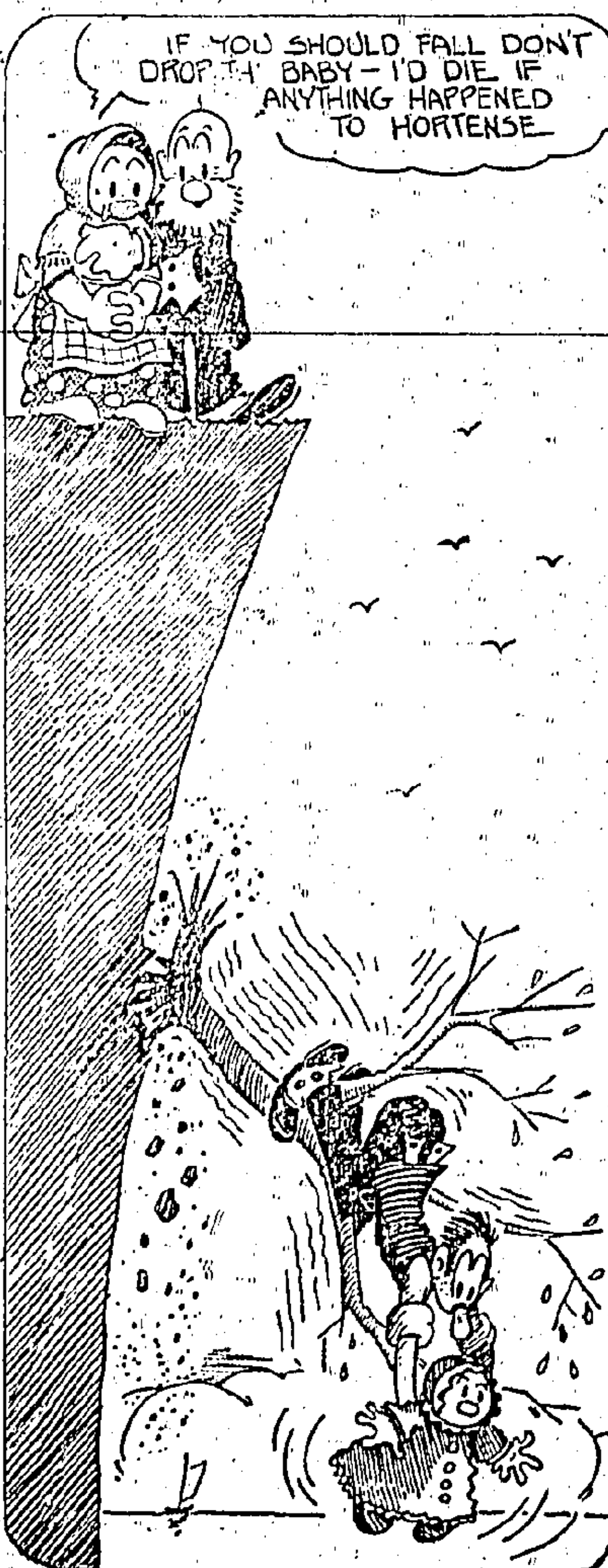
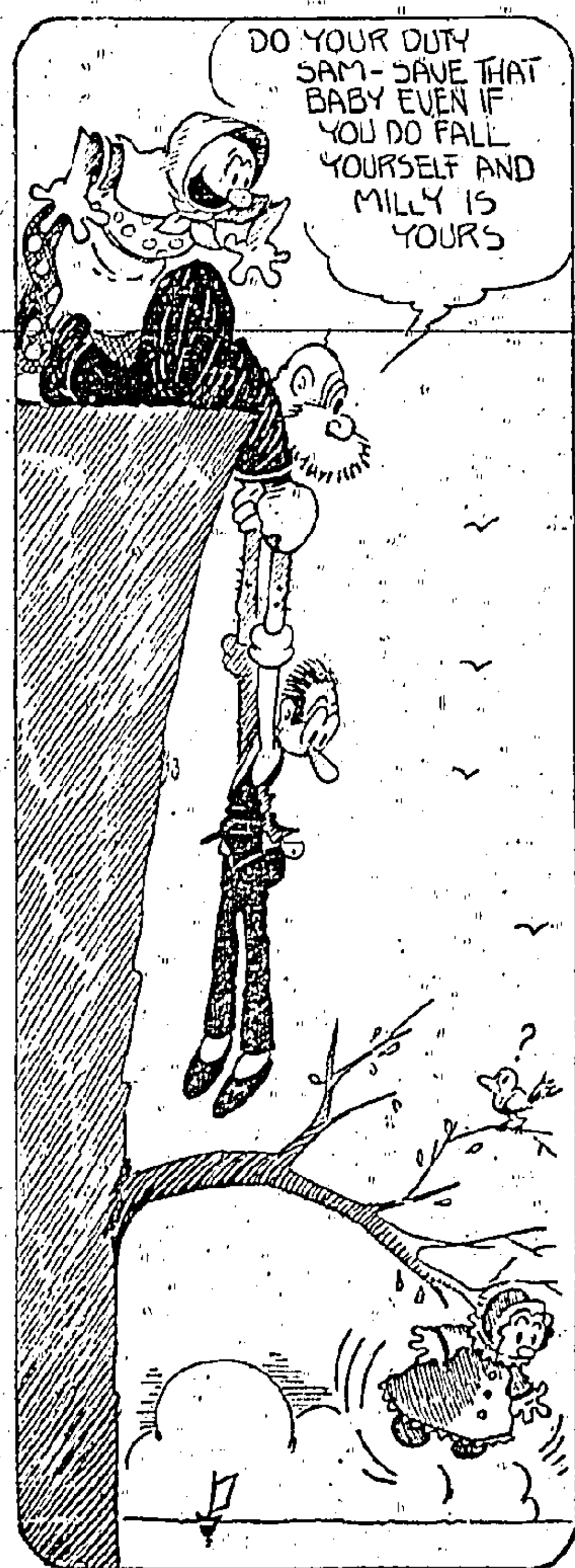
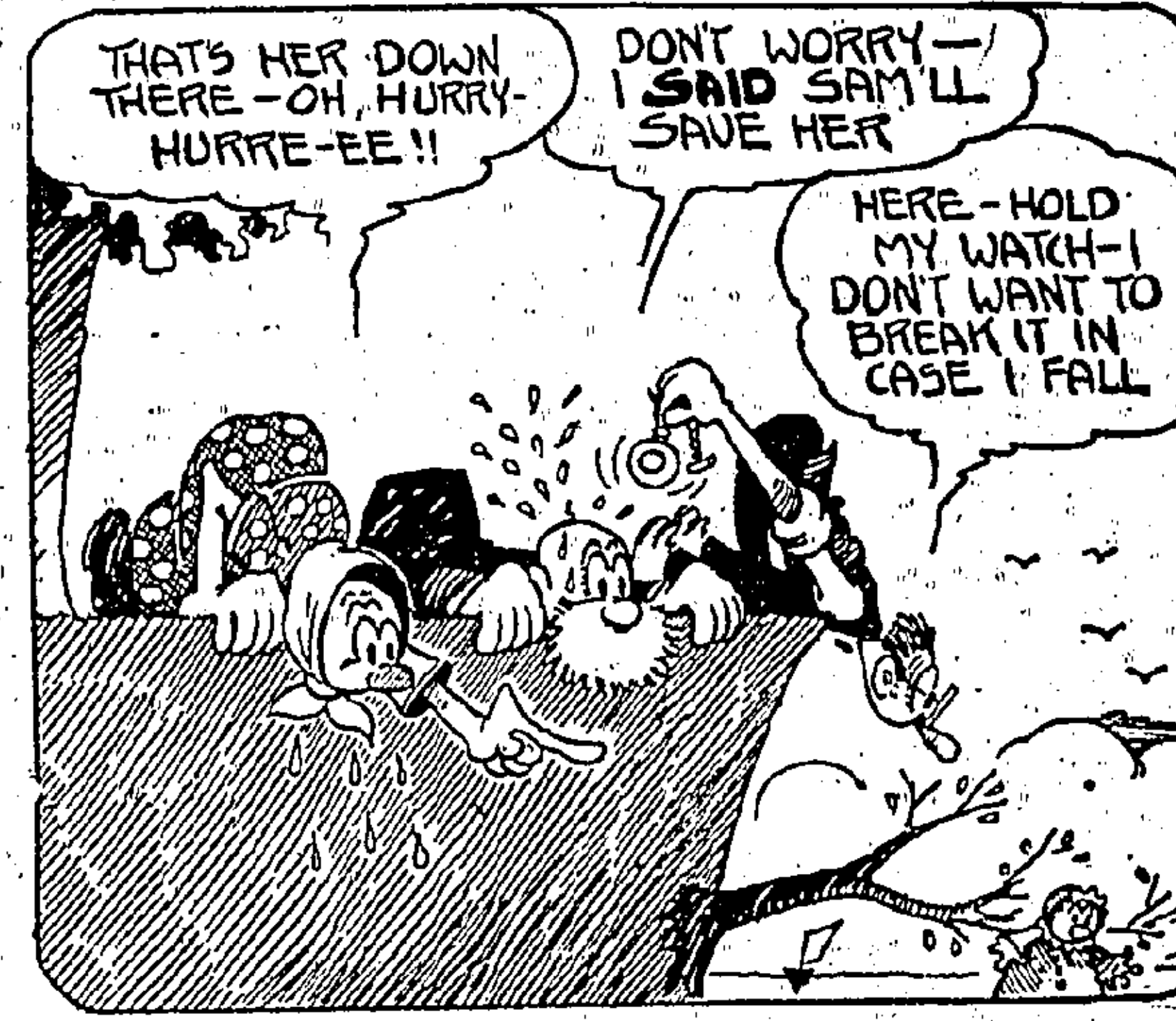
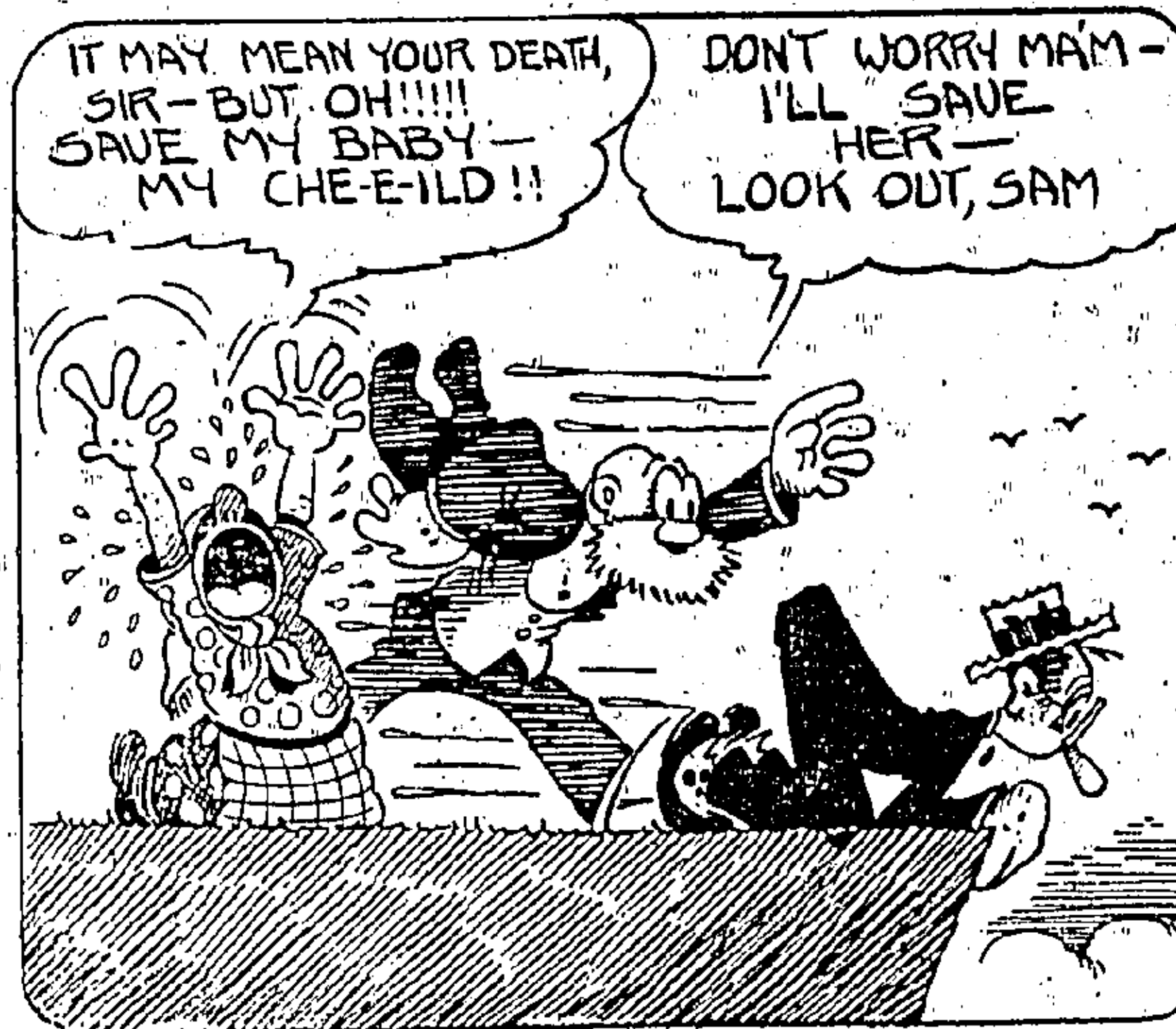
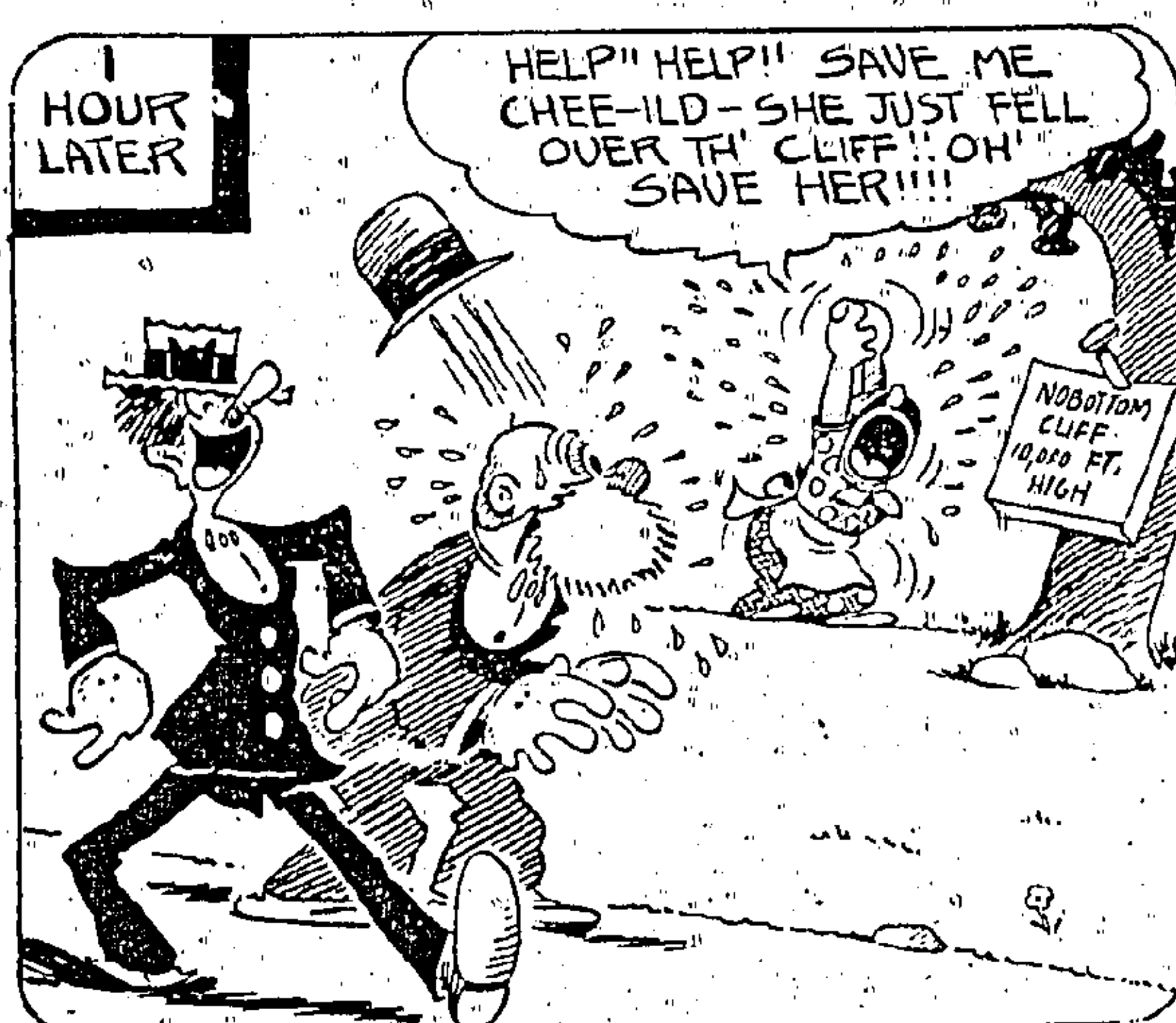
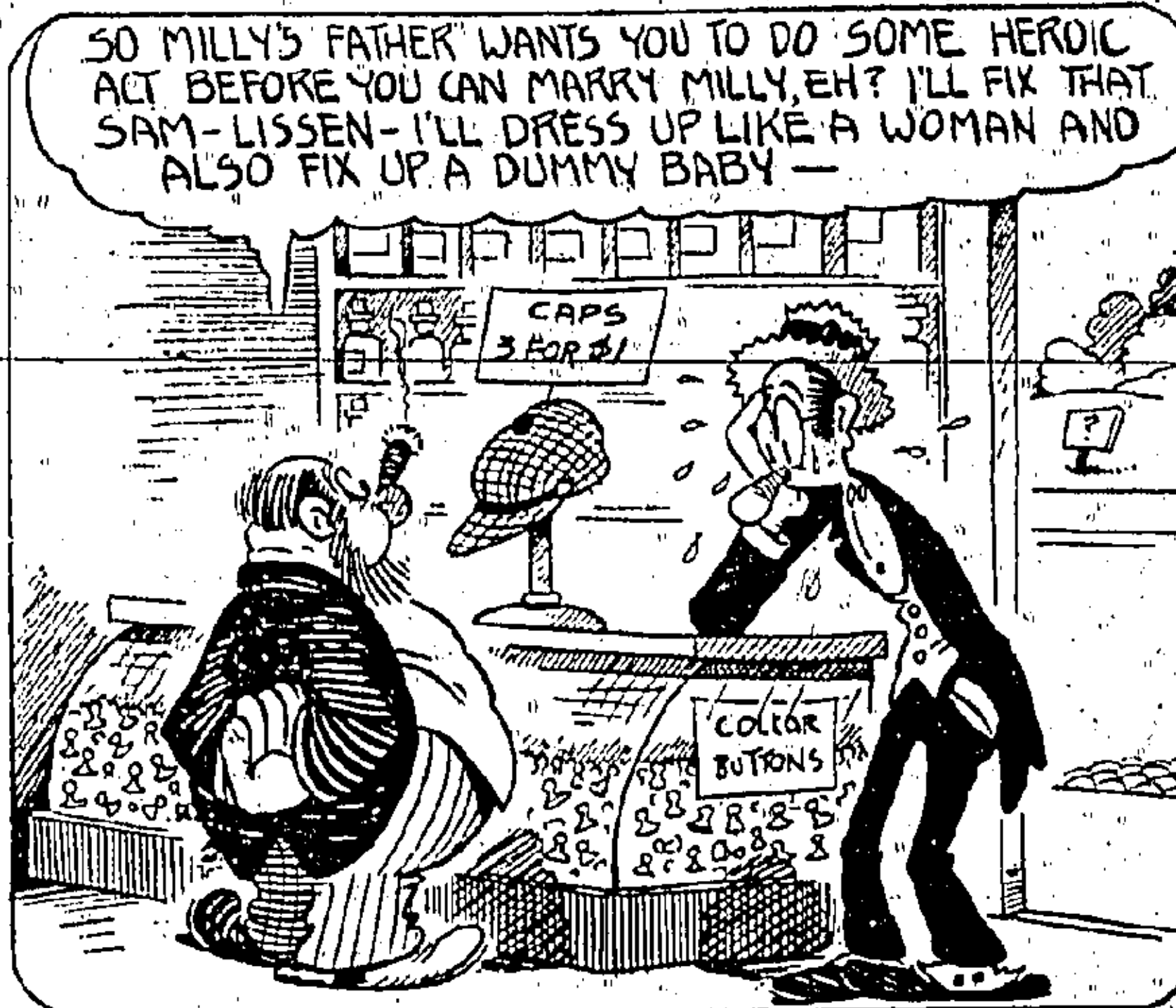
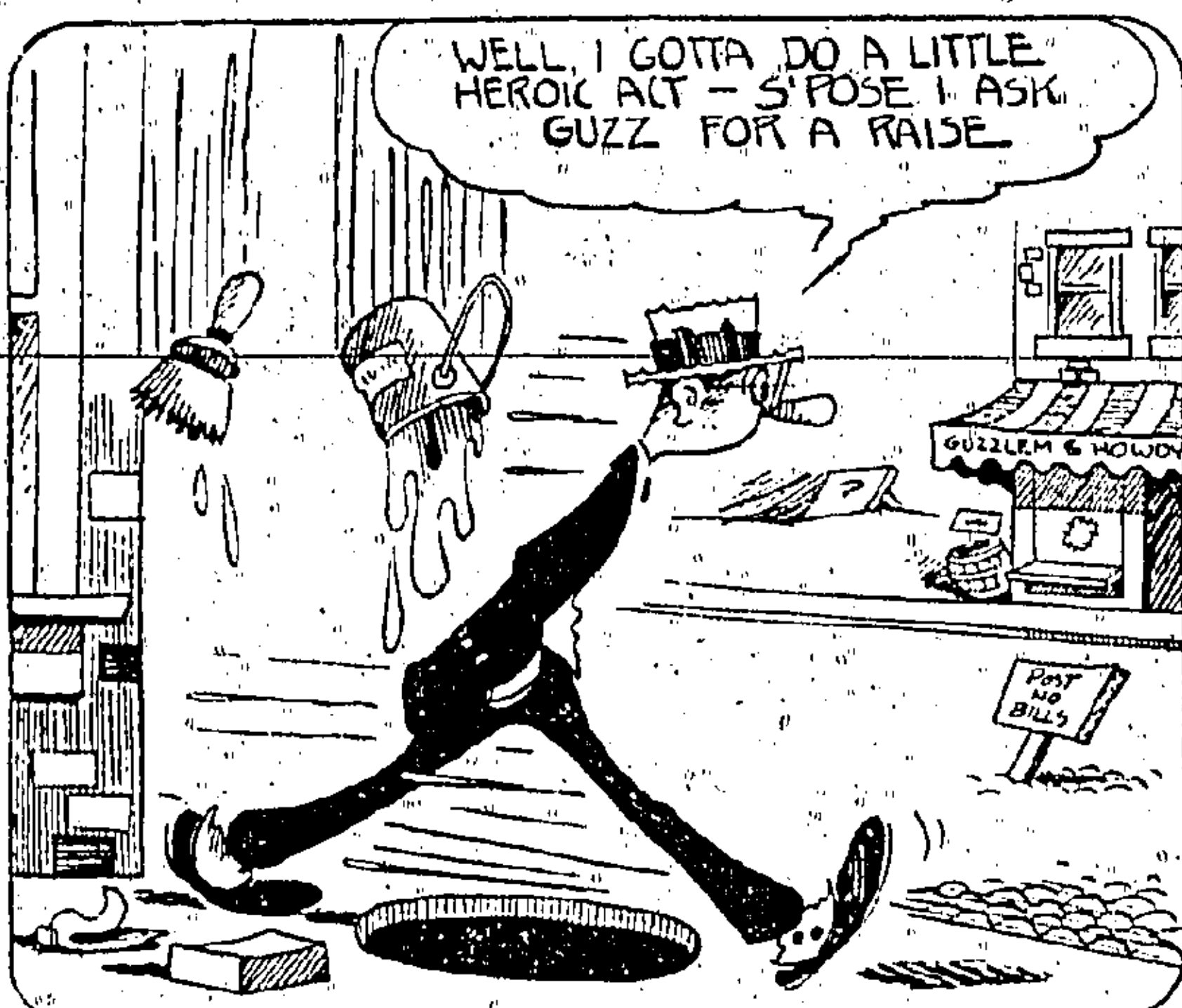
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SIX OF ONE—

"My heavens! that looks like Roscoe Swink. I swear
I read that he died."
"No, Fred, he got married."
"Well, I knew something serious happened to him."



TYPHOONS.

Signs, Yarns, and a System.

BY "TIFUNITIS."

In the nineties, shipmasters in the China seas, were not so well provided for, in the matter of storm warnings, as they are to-day.

Then Hongkong depended upon four symbols denoting a typhoon—N. S. E. or West, red for over 300 miles distant, and black for less than 300 miles. For the rest, the men that go down to the sea in ships had to judge for themselves by sky-signs, ocean swell, barometer and direction of the wind.

Signs.

The two first of these signs were for the most part observed well in advance of the approaching storm, whilst the latter pair were closely watched, simultaneously, and gave a slow but sure warning. At times, however, this pair worked all too swiftly to give ample time to get properly prepared for the unwelcome visitor, in which case Providence played a large part in the unequal fight which followed.

Dealing with the signs in the order named, it is common knowledge with most seafarers that long trailing wisps of white cloud matter rising from the North and East, or small woolly like tufts breaking away from a heavy mass perhaps later changing into wisps, or as they are sometimes called "mares tails," invariably foreshadow the formation of a circular storm or typhoon. These signs have been observed in Hongkong as much as seven or eight days before a storm has got close enough to be considered a possible visitor.

The second sign, ocean swell, will not be seen in the China Sea as long as the typhoon is on the other side of Formosa or the Philippine Islands, except in the vicinity of the Bashee and Balintang Channels, which lie between the two; also, on reaching the North end of Formosa, a typhoon outside that island will send a swell across to the China Coast, while the Formosa Channel itself would be comparatively calm. It is fairly sure then, that a swell in the China Sea or the Formosa Channel is caused by either a typhoon having crossed over them, or formed locally.

The barometer signs are simple, a fall taking place on the approach of a storm, and a rise as it moves further away.

It must be remembered that between the hours of four o'clock and ten o'clock a natural rise should occur and vice versa, so that, if the fall does not stop at four o'clock, the absence of rising means a further fall, and also vice versa.

The wind is the fourth and most important of the signs, as it indicates at once the direction from which the storm is approaching. This does not mean that the position of the typhoon is indicated, but that it is somewhere on a given line. Neither does it mean that the direction of the storm's advancement is assured. That may be either to right or left of Hongkong, and to put it simply, if the wind is shifting to the right, the storm is going to pass to the left. Of course, then, the blow passing to the right will be indicated by the wind shifting to the left, while the wind blowing from the same direction all the time and the increasing violence and frequency of the squalls means that the typhoon is travelling straight on the given line towards Hongkong.

It is generally recognised that the Chinese trading junkmen and fishermen, who are frequently met far out of sight of land, rely entirely on the first two of these signs, particularly the second, and they seldom fail to keep a "weather eye" lifting for the fourth and "beat it" for shelter in good time while the "going is good," always provided the storm is not one of those rapid travelling ones such as visited Hongkong recently with such disastrous results. In such event any unfortunate caught out at sea has only to trust in Providence, a staunch ship and good seamanship.

The System.

With the aid of a homemade chart, a compass card and make-believe typhoon combination, and the foregoing re wind it should be fairly simple for even the uninitiated to form a reasonably accurate opinion as to the possibility of a mild attack, or a severe mauling, from a typhoon, and to take necessary precautions.

To make the chart, rule a sheet of paper, about nine inches by

seven inches, into half-inch squares. Write North on the top, South on the bottom, and East and West on the right and left respectively.

Now number the vertical lines, top and bottom, commencing at the left, from 100 to 137 to represent degrees of longitude. Then the horizontal lines must be numbered on either side from the bottom upwards, 13 to 27, representing degrees of latitude, each degree equals 60 miles.

Where 22 crosses line 114 place a large dot, name it "Hongkong," and the chart is complete.

The Compass-typhoon.

Making the compass calls for a little more care and detail, but in the making its simplicity becomes clear to the critical reader.

A circular card 3 inches in diameter, is divided into 16 equal sections and each point of its outer edge marked with each second point of the compass, that is, commencing with North go around to the right with N.N.E., N.E., E.N.E., East and so on. Have the North point very prominent, and also mark it "Top of Compass." The East point should also be extra large and marked "Top of Typhoon."

These two "tops" when in use must be pointed towards the top or North of the chart, as will be explained later.

Now, half an inch inside the edge, draw another circle which will serve to illustrate the "windy edge" of a typhoon.

In the centre, a small circle, quarter inch in diameter, becomes the centre of the storm and is marked "Calm."

Between that and the inside large circle, shading may be introduced, faint at the outside, and increasing to almost black at the edge of the centre. The semblance of a left-hand swirl may be introduced into the shading and a few small arrows, pointing from right to left, or against the hands of a clock, would help one to appreciate the make-believe "typhoon" apart from the compass.

As half an inch on the chart means 60 miles so the compass, now complete represents from the outer shading to the middle, a typhoon 240 miles in diameter, including its CALM centre of a quarter of an inch diameter, or 30 miles.

How to Operate.

Being now equipped with Hongkong on a chart, a compass, and a typhoon, the rest is simple.

Given a storm's approximate position and progressive motion, or direction, the former is dotted on the chart where the Latitude (say N 18) and Longitude (say E 17) meet.

Having the compass N up, a pin is stuck through its centre and into the dot (typhoon position). A line extended from the pin through the compass point corresponding to the direction given in the signal, or Weather Report, will show how far off Hongkong, and whether East or West of it, the blow should pass, if its position is correct, for its direction does not alter.

Any subsequent position or direction given will be similarly handled and on working backwards a fair idea may be obtained as to the accuracy of the previous position and or direction.

Given a certain position of a typhoon, a certain wind must obtain in Hongkong.

Keeping the compass centre pinned to the dot, move the card round one quarter of its circumference to the left thus bringing the East point to the top. The shaded portion has now become a typhoon, and a line from the pin to Hongkong will pass through, or close to, a point of the compass which must correspond with the wind prevailing at Hongkong if within the radius of the circular storm.

The previous remarks on shifting winds can now be utilized with the "typhoon" card.

Place its centre where line 22 cuts line 118, that is, 240 miles East or to the right of Hongkong (keep the East point up). The wind, it will be seen, must be North at Hongkong.

The wind changes to N.W. to the left. Where has the typhoon gone? To the right, of course.

Move the typhoon card upwards until the point N.W. is directed towards Hongkong—the real typhoon is somewhere on that line, more or less distant according to the barometer, or, if no barometer is available, according to the force of the wind, decreasing or increasing.

Should the wind shift to the right, or N.E., reverse the foregoing. If it remains stationary at North, look out for the centre.

Being now quite clear on the tracks of a typhoon, and the method of working with this

exceedingly simple system, a few glimpses into the past, detailed happenings which may each be "figured out" by and with the system, may not be amiss, but before commencing these, a simple method of "visualizing" a typhoon may be quoted.

Fill a round wash basin with water, slightly dirty, give it, the water, a left-handed swirl, then take out the plug. The appearance of the surface gives the necessary impression.

Again, when crossing a busy thoroughfare, such as Des Voeux Rd., from the Hongkong Hotel to the Post Office about North any wise pedestrian looks carefully to his extreme right before stepping out from the foot path! So with a typhoon—facing the North wind, the storm should be on one's extreme right, or East, so on all round the compass.

What a Swell Told.

The utility of the swell sign is illustrated in the following:

The old Douglas Steamer Thales, in 1900, made one of her customary trips from Foochow to Amoy, during which fine weather and a perfectly calm sea was experienced. Had any swell existed, the Thales would have announced it by rolling on the slightest provocation!

While in Amoy, the Company's doctor made his usual ship visit, about 2 a.m. and in the course of a conversation with the Chief Officer, he suddenly asked: "Where is the typhoon?" "Nowhere that I know of," said the Chief Officer. "Then," asked the doctor, "Where is the swell coming from? Look at the harbour." The Chief looked over the rail and saw the swell all right, on an otherwise smooth surface.

The barometer had been normal up to 10 a.m. about 29.70. No "mare's tails" had been noticed, but there was the swell, sure enough.

At 4 p.m. the barometer was 29.60, nothing unusual in its fall. The Thales left for Swatow at that time, a light S.S.E. wind prevailing but the swell and wind increased as she proceeded to the S.E.

Once clear of the outer harbour, the wind and sea were found uncomfortable, the barometer had dropped it should have been rising from 4 to 10 o'clock to 29.30.

To steer towards Swatow, S.W. 6 points to the right, would have been risky, so back she went to Amoy outer harbour, anchoring there at 7 p.m. At 10 p.m. the blow was over and Swatow was reached at noon the next day.

Two Wise Skippers.

In 1899—something, two Singapore traders, one an old crock, came within 300 miles of Hongkong when a long rolling swell warned them of "something" "doing." A falling barometer and NW wind decided them both to act, one turning completely back on his course, with engines slow, for twelve hours; the other standing in to the coast for shelter if necessary. Whilst thus engaged, a mail and passenger boat passed them on its way to Hongkong.

Two days later, the crock and his companion steamed into Hongkong, intact, and found that the mail boat had beaten them by three hours. But the typhoon had beaten the mail boat to pieces. Everything movable on her decks—boats, trampolines, winches etc.—had been smashed or twisted out of recognition. Passengers had been battered down for twenty-four hours and pitched about like helpless puppets. They and the mail were transferred to the next boat going North, their old ship remaining in Hongkong, a fortnight or so, to be put shipshape again before resuming her voyage.

Had she not tried to pass across the path of the approaching typhoon she would have arrived earlier, than she did and escaped such a trying experience.

Ascertain what is on the right before—crossing the road!

Of Two Evils.

Whether he would chance being driven ashore or go out and meet a typhoon was the problem which faced the Captain of a large sailing ship, about 60 miles S.E. of Hongkong, on the morning of Thursday, Oct. 4th 1894.

Up the China Sea, favourable winds had for a few days, followed by a calm, in the course of which an ominous swell rolled across from the direction of the Philippines. Then a falling barometer and NE wind, "freshening," called for a decision. The Chief Mate knew the coast a little, and advised keeping on—N.N.W.—for the East entrance to Hongkong. The Captain did not know the coast,

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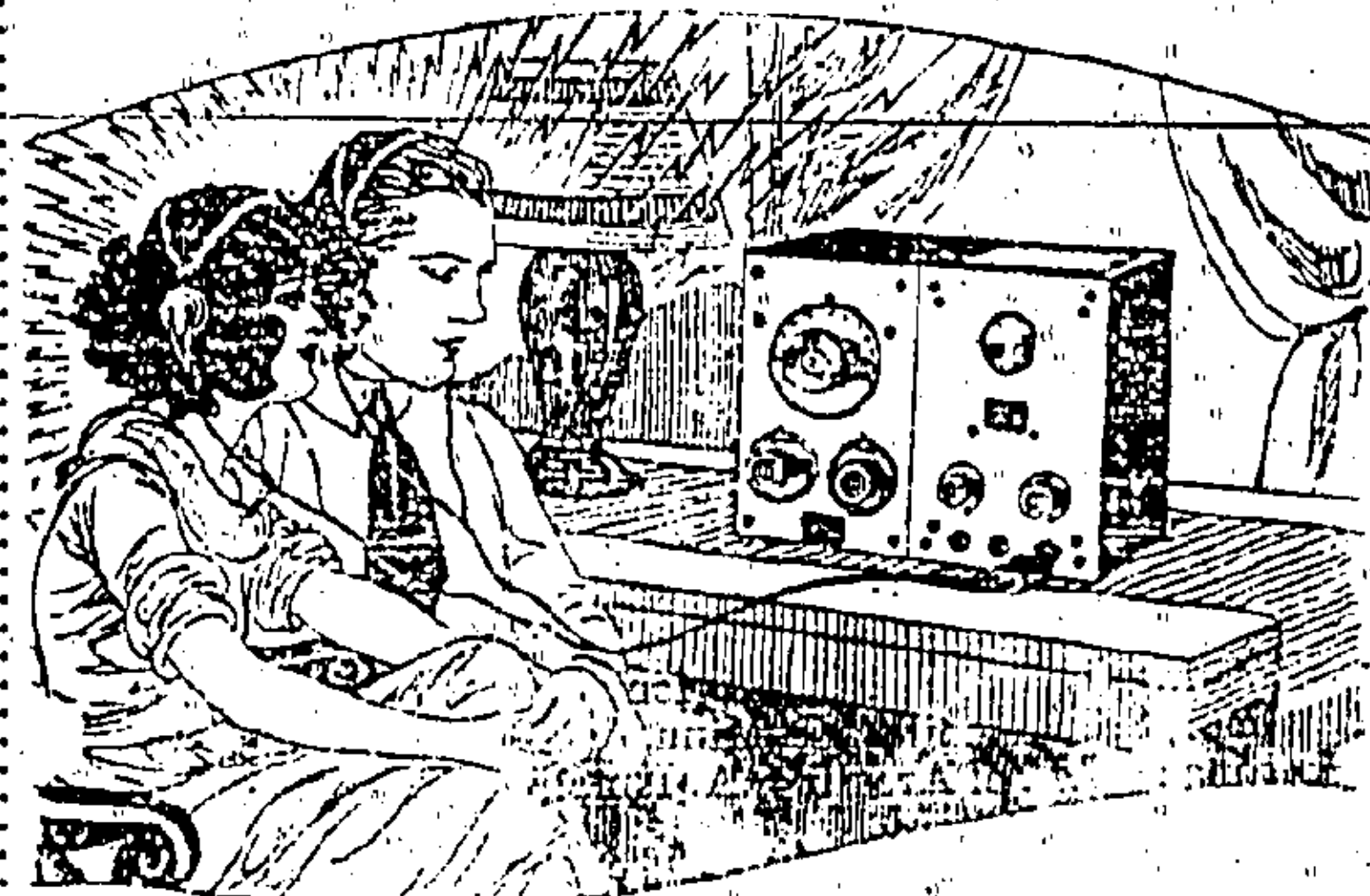
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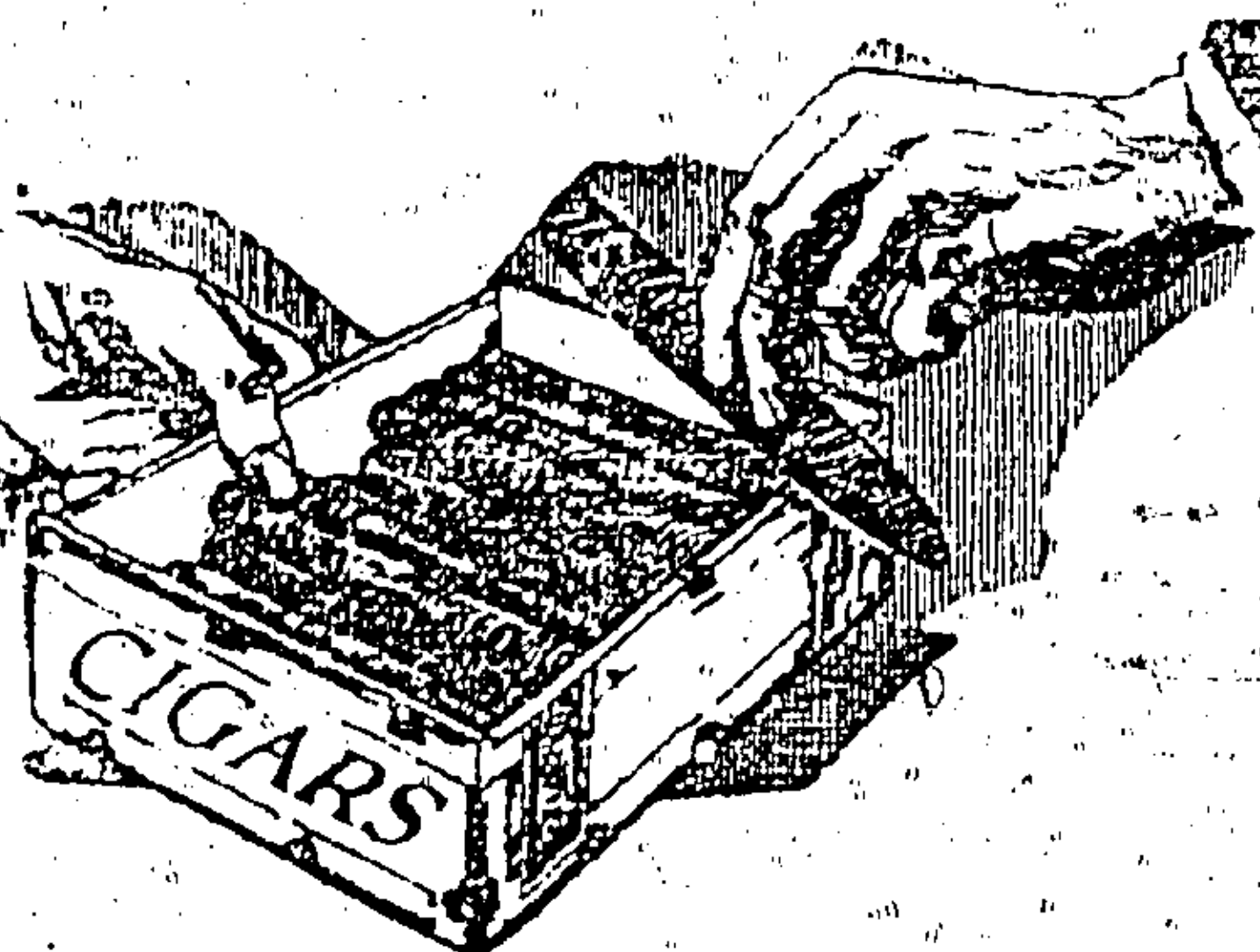
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ROBIN HOOD — IS — COMING!

and, under the circumstance, the possibility of not being able to get a pilot being of utmost importance he decided to stand out to sea, E.S.E. straight towards the typhoon.

At 8 a.m. it was "all hands about ship" and thereafter reducing sail to the increasing wind until nightfall, until only two necessary sails remained unfurled. That night was a terror both the sails were blown to rags, and a tarpaulin in the mizen rigging helped to keep the ship

from falling off into the trough of the enormous seas, and rolling her masts out, or herself under.

Daylight on the 5th revealed the clear water of yesterday having changed to a muddy colour. Rain in torrents, the sea lashed into blinding spray or spume, it was not possible to see a hundred yards away.

A cast of the lead gave 12 fathoms, a little later it was 10 fathoms.

(Continued on Page 11.)

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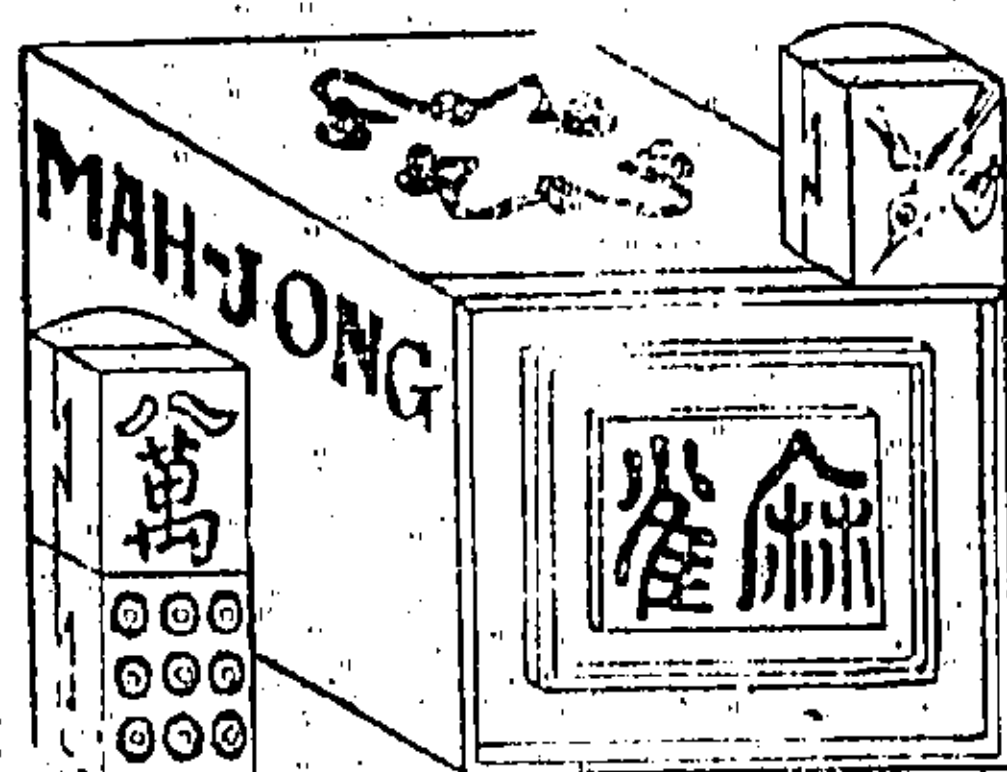
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CAMERA NEWS.



Indian Recreation Club baseball team.
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C.M. Omar, S.H. Ismail, A.K. Minu, & J.S.A. Curroom.
Sitting:—F.L. el Arculli, S.A. Ismail, N.B. Kitchell, R.A. Razack, J. Ackber & S.A.M. Sophor.
Front:—R.M. Omar.



Waterfall at Happy Valley,
caused by the recent floods.
Photo: A. Fong.



Floods sweeping the Racecourse at Happy Valley. Photo: A. Fong.



Collapsed houses at Wong Nei Chong. Photo: A. Fong.



Villagers searching the ruins at Wong Nei Chong. Photo: A. Fong.



Another view of the waterfall created at Happy Valley by the floods.
Photo: Ming Yuen.

BRITISH MOTOR NOTES.

Specially Written by the R. A. C. Correspondent.

The scheme under which the Royal Automobile Club officially observes and certifies the performance of motor vehicles and their parts is being patronised to an ever-increasing extent and an exceptional number of certificates have recently been issued. The longest of these trials has been the 25,000 mile test of a 1936 Crossley car fitted with Rapson cord tyres which were independently submitted for test. The car successfully completed the distance, using fuel at the rate of about 26 miles per gallon. The Rapson tyres were responsible for an exceptional performance. Three of the four tyres completed the 25,000 miles under an average total running weight of over 4,000 lbs. (about 36 cwt.) The fourth tyre was badly cut about half way through the trial. It was then vulcanised in position and later a liner was fitted, but after 23,325 miles the liner gave way exposing the tube and a little later the tyre was withdrawn. The minimum size of these tyres was 820 by 120 mm.

A smaller set of Rapson tyres, 760 by 90 mm., has been tested on a 10-15 h.p. car with a total weight of about 2,500 lbs. over a distance of 10,000 miles, which all four tyres completed satisfactorily, there being no necessity to change any tyre from front to back wheel or vice versa.

The car used in this last mentioned tyre test was a 10-15 h.p. Westcar and this is the first time that a vehicle coming into the light car category has been submitted for so lengthy an official trial. The Westcar has a four cylinder engine of just under 1,500 c.c. capacity. The car tested was fitted with an open four-seated body, the unladen vehicle weighing about 2,050 lbs. and the load being approximately 500 lbs. The weather was bad during a considerable proportion of the trial, but the 10,000 miles were satisfactorily completed after which the car was run on the Brooklands track and attained speed of about 44 miles an hour. The consumption throughout the trial was rather better than thirty-seven miles to the gallon of petrol.

Another light car to be tested was the 10 h.p. B.S.A. with a 2-seated body and an unladen weight of just over 1,500 lbs. This car completed a 5,000 mile run with a fuel consumption rather better than thirty-seven miles to the gallon and afterwards did over forty-four miles an hour on Brooklands track.

In a recent note I referred to a traffic test of the A.C. car. This has been followed by two somewhat unusual hill-climbing tests. In one case the car was tried on the test hill at Brooklands, being stopped and successfully re-started on the steepest part of the hill, where the gradient is 1 in 4. In the other case six A.C. cars, one of which carried no fewer than five passengers, successfully negotiated the High Street, Chiswell. The exact gradient is not stated, but the road is more in the nature of a stairway than an ordinary street, being stepped and composed of small cobbles, stones. The only hitch was when the underside of the step and battery box of one of the cars caught the top step in the roadway. One of the passengers then alighted in order to make a little weight off the springs, after which the few remaining yards were easily negotiated. These A.C. tests are peculiarly interesting on account of their marked contrast as against the test previously recorded. In the one case, the absolute suitability of the car for use in town traffic was proved. In the other case, its practicality under thoroughly abnormal conditions was equally well demonstrated.

The Exhibition Season.

This year will see a very full range of Exhibitions in London, covering the various sections of the motor industry. First in time comes the Show of Marine Motors, Motor Boats and Stationary Engines held in conjunction with the Engineering Exhibition at Olympia from August 31st to September 22nd. This will be followed by the Cycle and Motor Cycle Exhibition did at Olympia from October 15th to October 20th inclusive. This Exhibition is now under the patronage of His Majesty the King and is the most representa-

tive thing of the kind held anywhere in the world.

Next, we have the International Motor Car Exhibition, open from November 2nd to November 10th inclusive. The Society of Motor Manufacturers and Traders is to be congratulated on having been largely instrumental in bringing about the substantial enlargement of the Olympia buildings, as a result of which it will be possible this year to house the whole of this immense show under the one roof.

Last in time but not in importance is the International Commercial Road Transport and Roads Development Exhibition, open from November 22nd to December 1st inclusive. Many striking developments in this branch have taken place since the last Exhibition was held two years ago. The inclusion of the Road Section is a new development of great interest to all countries whose road improvement is in progress or contemplation. Associated with this Section there will be an interesting town planning exhibit. During this last show, a series of conferences will be held on various problems connected with the use and construction of commercial motor vehicles.

The Scottish Trials.

The weather collaborated with the promoters of this year's Scottish trials to make the tests more severe. The light car trials were over about 1,000 miles, including gradients and road surfaces of the worst possible description. Nevertheless, only six small cars out of thirty five starters failed to win awards and three of the failures resulted from traffic accidents. The failures included the only foreign entrants. The remarkable improvement that has been effected in British light cars may be well indicated by the following brief quotation from "The Automobile": "It is beyond dispute that even in the short space of a single year, small car engines have made notable advance in efficiency, in cooling, and, above all, in power maintenance. But only those who had accompanied the cars through their long purgatory of mountains and bizzards could afford full credit to this smooth, effortless climbing of a freak hill (Blackford Hill, Edinburgh; gradient 1 in 3) in the concluding mile of a trial which may not be paralleled for severity in the next twenty years."

A noteworthy feature was the success of the new competing vehicles fitted with air-cooled engines. A very remarkable performance was that of the team of six h.p. Rivers. Everyone of these climbed all the observed hills without difficulty and every one received a high award. When one realises that one of the hills that was negotiated under overcast weather conditions is 600 miles long, terminating in a series of hairpin bends on a gradient of about 1 in 3, it will be agreed that there is little ground for fear of overheating of the air-cooled engine of a properly designed light car. Incidentally, the water-cooled engines of certain other competitors boiled heavily on this hill.

The competitors in the Scottish Motor Cycle Trial, which covered about 800 miles of road were more seriously affected by the weather, which was so bad that a number of accidents resulted. Nevertheless, thirty-four competitors gained prizes, the highest possible awards, and thirty more obtained medals out of a total entry of 104. The team prize for sidecar combinations went to the A.J.S., that for solo motorcycles of any power to the Ariel, and that for solo machine under 350 c.c. to the B.S.A. An outstanding performance was that of the team of seven A.J.S. machines, every one of which finished, three securing the highest possible awards, two gaining gold medals and the other two receiving minor awards. Other teams which did well included the Triumph, which with only two entries gained a silver cup and gold medal, the Rudge, the Raleigh the Francis Barnett, and the Velolette. The little Carlisle motor cycle with an engine of only 147 c.c. did extraordinarily well to get through the trial and obtain a bronze medal. As regards the performance of a proprietary engine six silver cups and three medals were awarded to J.A.P.

LIGHT CARS.

The Fashionable Type.

Students of engine design cannot fail to have noticed that among the more progressive manufacturers the 14 h.p. six-cylinder car is gaining rapid popularity. We forecast that ere two years have passed the 1,500 c.c. six-cylinder engine will be the fashionable type, for a power unit of this size should be a most fascinating engine to drive when fitted in a light car chassis.

The only disadvantage of the present four-cylinder light car engine is that its top gear pick-up at low r.p.m. is not quite so nice as it should be. We are writing now as idealists. The persistent torque of the "six" overcomes this drawback, and the lighter reciprocating parts mean a far wider power range. A 14-litre six-cylinder all-weather model, with front-wheel brakes, should find a very ready market at about £400.—The Light Car and Cyclecar.

OUTPUT.

Some Remarkable Figures.

Detroit, July 14. Comparative records for some of the companies that contributed to the remarkable record set during the first half of the current year, when more than 2,000,000 automobile vehicles were made, show how the industry accomplished this feat.

| Name | 1922 | 1923 |
|--------------|---------|---------|
| Buick | 49,758 | 111,000 |
| Rip | 17,689 | 24,000 |
| Hodge Bros. | 85,890 | 104,000 |
| Dickenbacher | 1,856 | 5,303 |
| Lincoln | 2,508 | 3,512 |
| Gen. Motors | 206,790 | 395,593 |
| Jaige-Jewett | 13,203 | 25,131 |
| Ford | 511,258 | 941,245 |

engined machines, while other contestants fitted with proprietary engines secured only three silver medals altogether. "Commenting on the trial, The Motor Cycle remarks that "It would, of course, be impossible to combine tropical heat with such arctic conditions as have prevailed during the trial. In all other respects, the competition provided every obstacle likely to be encountered by the motor cyclist on the frontiers of civilisation."

The Schneider Trophy.

Following on the victory of the Supermarine Napier-engined flying boat in the Schneider Trophy Race last year, the race will this year be flown from Cowes over a course to be selected by the Royal Aero Club of Great Britain. At the time of writing three entries have been received in each case from the French, Italian and American Governments. I understand that three British firms, namely, the Fairey, the Blackburne and the Supermarine, are designing machines to compete for the trophy, the engine fitted in each case being the 450 h.p. Napier. The same firm are building a 600 h.p. engine to fit to a machine which the Gloucestershire Aircraft Company are constructing to compete in the Aerial Derby and the International Race in France. This machine is expected to develop a speed of 250 miles an hour.

Monaco Motor Boat Races.

The International Motor Boat Races at Monaco this year were more interesting than any that have been held for many years past. The chief feature was the very high speeds obtained by the baby racing boats in the 1½ litre class, but the outstanding performance of the week was that of the British "Onward IV." This is not a specially built racing boat but a converted coastal motor boat, one of the hundreds built by Messrs. Thornycroft for naval use during the war. After several years service it has been adapted for pleasure cruising. Nevertheless, in the open class at Monaco it finished a good third to two competitors built purely for racing purposes and having engines of double and four times the power of the Thornycroft vessel. The common opinion was that this result proved the "Onward" to be by far the finest example of hull design combined with engine efficiency, and not dependent on enormous power to push a badly designed hull through the water at abnormal speed.

MOTOR CAR SPRINGS.

How They are Built and Tested.

Springs, which are so vital to the modern automobile, have had a most interesting development. History shows that steel springs for vehicles first came into use about 1670 A. D. Prior to that time, the body of the vehicle was suspended from the axles by means of a strap attached to each corner of the body.

The introduction of springs proved to be a great boon. Their use meant reduced vibration and less strain upon the horses. Incidentally, they paved the way for lighter weight vehicles.

The year of 1804 witnessed the introduction of the semi-elliptic spring which today is the prevailing type on motor cars. For example, 80 out of 108 American automobile manufacturers have adopted semi-elliptic rear springs. With this type of construction the spring is bolted at the centre to the axle. Each end of the spring is attached to the frame of the car, and thereby forms a support for the body.

Because of the responsibility placed upon motor car springs carrying as they do the heavy weight of the chassis, the engine, clutch and frame, and in addition, the body and passengers' strength has become increasingly important. And along with strength is flexibility, which must be so scientifically figured as to produce the maximum of riding comfort. Still another essential of springs is that they carry the weight upon an even keel, so that the car will not tilt forwards, backward or to either side, regardless of the number of passengers carried.

A list of 108 American automobile manufacturers published in a recent issue of The Motor (U.S.), showed that but seven companies made their own springs. One of these was the Studebaker Corporation. This concern enjoys rather a unique experience in springmaking, inasmuch as it has been identified with the manufacture of vehicles for the past seventy-one years. With the transition which took place in changing from the manufacture of horse-drawn vehicles to automobiles, the Studebaker Spring works followed the lessons of springbuilding that it had learned in years of manufacture for carriages and wagons.

In the course of a trip through the great Studebaker factories it is interesting to observe the highly scientific methods of building and testing springs to assure their uniformity of strength, flexibility and balance.

The tests are thorough and far reaching. Every shipment of steel is chemically analyzed to make sure that the raw material checks with the specifications of the engineering department. After heat treating, spring leaf is quenched in a bath of oil to ensure gradual cooling and proper tempering. Stiffness is measured by means of hydraulic air presses. Another machine determines flexibility under pressure far greater than is ever applied in actual service, amounting to 4,000 pounds (1800 kilos) for the front springs, and 4,800 pounds (2160 kilos) for the rear. The rear springs of the Studebaker Light-Six must submit to 160 pounds per inch of deflection, while on the Studebaker Special-Six and Big-Six models the pressure is 180 pounds to the inch. What is known as the Brinell test is used to make sure that the steel is of proper hardness, this point being determined by the size and depth of an impression made in the steel. If the metal is too hard or too soft, it is heat

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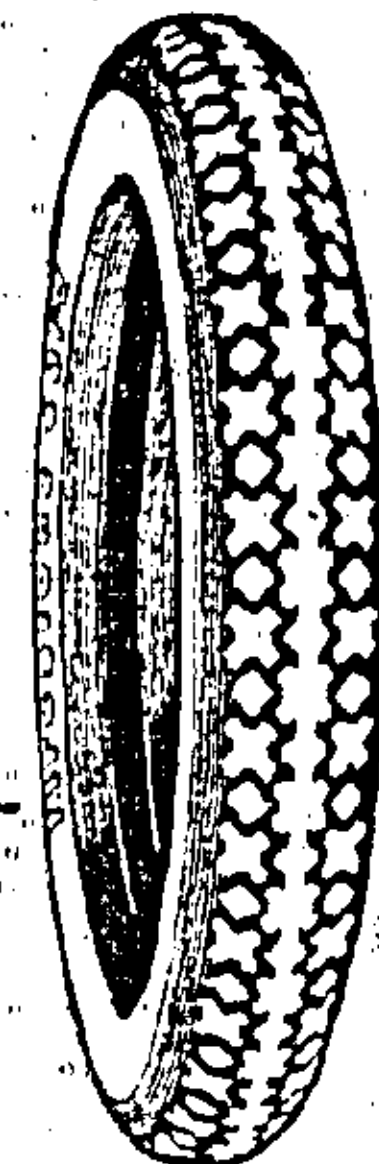
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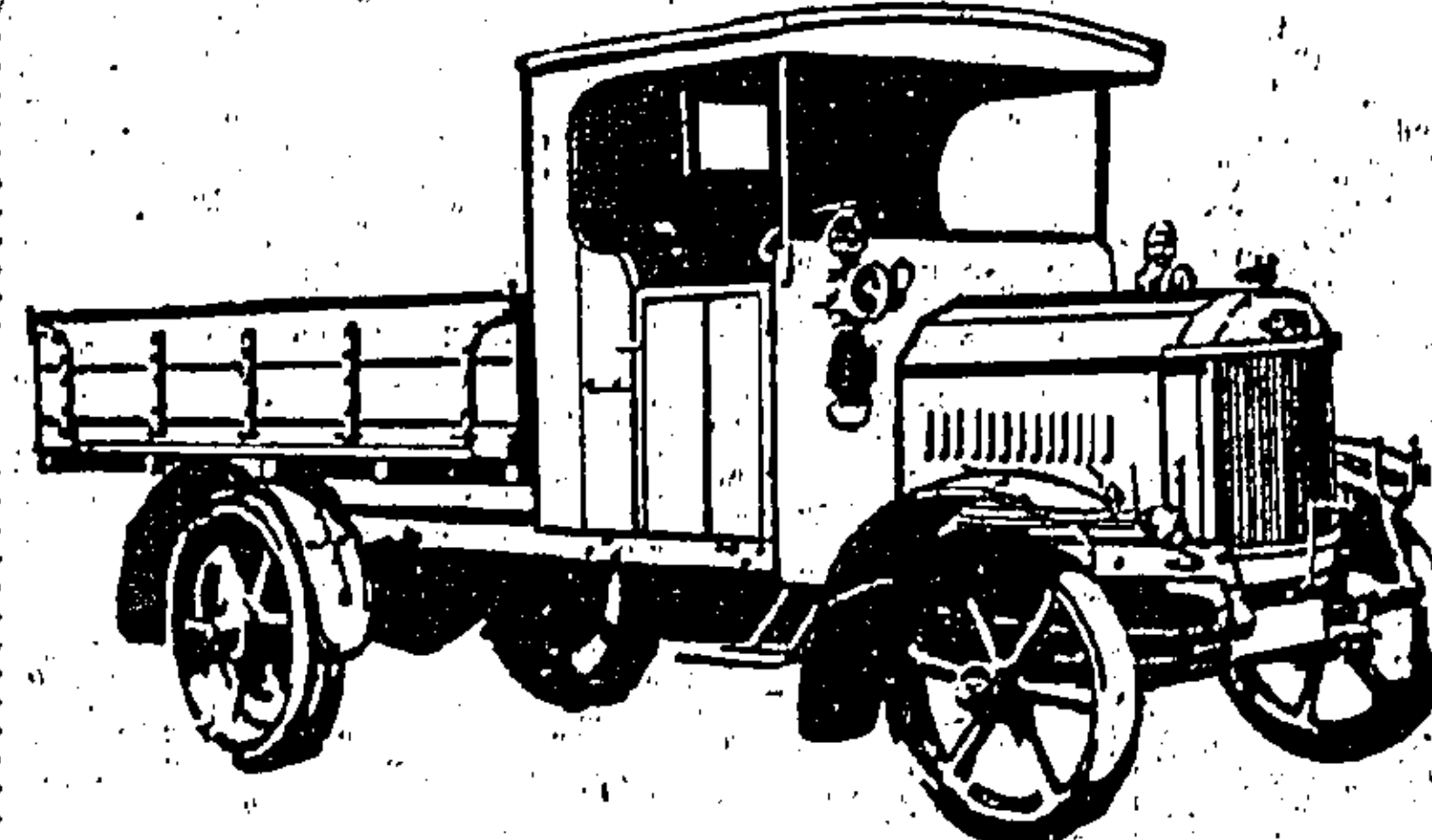
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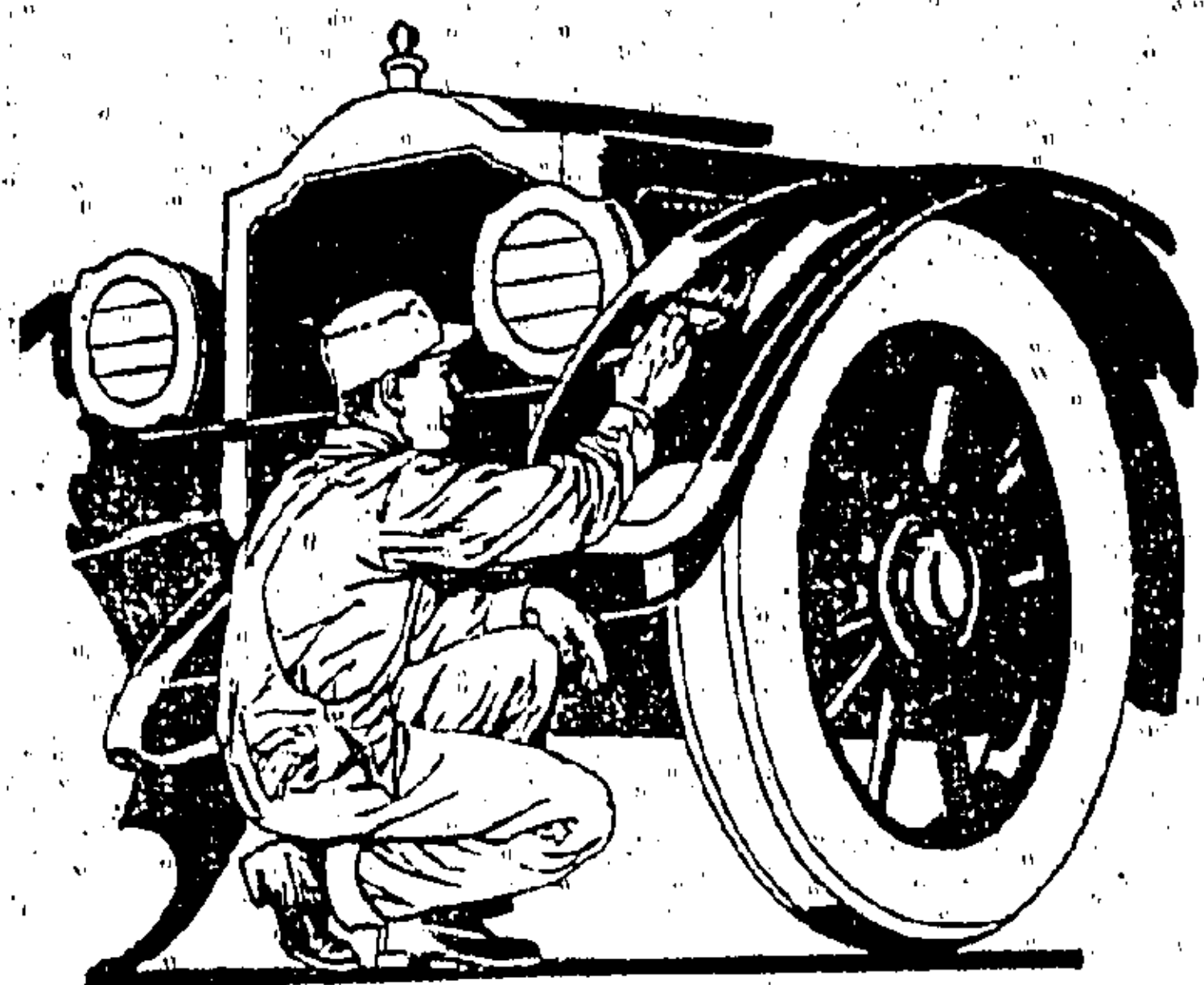
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New Models Show Many Improvements.

Considerable interest in motor circles has been aroused recently regarding the tendency for four-wheel brake equipment on American cars. European cars with that equipment have been exhibited here at the last two salon shows, but the only American car, previous to this year, which adopted the principle was the Duesenberg, which showed brakes on the front as well as the rear wheels on the 1921 chassis, which is practically the one in use today. The recent announcement of four-wheel brake equipment on the new Packard "single-eight," followed last week by similar action from the Rickenbacker Motor Company for one of its chassis models, reveals an interesting engineering progress in the design of motor vehicles. Other manufacturers have been studying the question, and it would not be surprising to see other American automobiles fitted with four brakes before the close of the year.

In discussing the present American front wheel brake design, *Automotive Industries* stated:

"The type of construction most widely used in Peugeot has as yet seen no commercial applications in this country, but is believed to be receiving careful consideration by some prominent passenger car manufacturers. In this type the brake camshaft is operated by a universal shaft located above the knuckle pivot and connecting at its inner end to a short shaft with bearings in the frame side member above the front axle. While this is an excellent construction mechanically, it involves the use of a larger number of parts than some other constructions. Among these are four universal joints, two of which must have sliding shafts or their equivalent, with consequent need for lubrication and dust exclusion."

"Every year since the horseless carriage first demonstrated its ability to convey people and materials from one point to another improvements have been accomplished in its mechanical make-up and appearance," said H. Clifford Brockway, technical director of the West Side Y.M.C.A. Automobile School. "These changes are not especially noticeable from one year to the next. The contrast, however, is very marked if a person places one of the original models along a present-day design."

A CAR FOR EVERY FAMILY.

For several years there have been those who declared that the market for automobiles was saturated. In spite of this prediction more cars have been manufactured and sold during the last few months than in any previous period. Factories continue to be erected for the purpose of turning out even greater quantities. At the present rate it looks as though the time is coming when no family circle will be considered complete without its motor car.

"Other prophets held that motor cars had reached such a state of perfection that little improvement could be expected. The manufacturers of these machines, by employing the highest skill obtainable, have succeeded each year in bettering the quality. As cars are increased in efficiency the demand also increases."

"Certain lines of business that could not profitably use trucks or delivery wagons or touring cars when they could only get fifteen miles on a gallon of gasoline find that they cannot afford to do without them when they can get twenty to twenty-five miles to a gallon of gasoline. When cars are produced that will make fifty miles the demand will be even greater."

NEVER SO CHEAP AS NOW.

"An interesting factor in the industry's development has been the selling prices of automobiles. Motor cars never were so reasonable in price as to-day. This is probably due to a number of things, including mass production, the power of good advertising, good management and competition. While it cannot be expected that automobile prices will go lower, the industry has established a reputation with the public of putting their products on the market at the lowest possible prices consistent with good business principles."

THE TRACTORETTE.



Following in the path of the farm tractor, manufacturers now are putting on the market a light garden tractorette, designed especially for gardens and truck farms, which enables one man to do the work of three or four. The first show ever held of the garden tractorettes, demonstrating their efficiency, has just been held. A 15-year-old boy operated one of the tractorettes in the demonstration, at his planter and cultivator attachment, and it can be used to push a lawn mower. Three rows may be cultivated at once.

CARBON DIOXIDE.

A Speed Bug camped on my gasoline tank
And wiggled his fuzzy head;
"Open her up, old man, to-day,
The roads are fine," he said.
A look to the rear, the coast is clear
As I list to the motor's hum:
The sun shines wide over the country side,
"Oh Boy, this is going some."

But a cursed cop, comes boilin' up
And he first looks very mad.
"Well, here goes I, old hunk of Pie
And I turned on all I had.
Another look at the comin' on cop
And I thought I heard him say:
"That bird ain't goin' nowhere
But I guess he's on his way."

"And due to arrive in nothing flat,
"But don't intend to be late."
When across the road I'm driving at,
Hauls a grand old box car freight.
"Point forty rods of slowing up
I'm done for now, in fact;
When I thanked old Mogul's houn' pup
For the road was double tracked."

"Now I'm the guy, that yet," says I
"Can set a little pace."
The copper sat, where he was at
While I ran that freight a race.
The logger tooted his whistle then
When he had looked around.
"Was he just making fun of me
Or blowing some one-horse town?"

An Irishman sat in the target house,
And set the crissing switch.
The old freight train, took the southbound main,
And me, I took the switch.
I woke up in some mud, I guess,
A pain in my neck.
Six geese were paddling over my machine—
A sorry lookin' wreck.

While I pries from off my toes,
A husky gander goose,
That cursed cop, comes pilin' off
The little old red Caboose.
Perhaps it's just my kind of luck
That makes me sometimes rich
He took me to the hospital
And left me high and dry.

A speed Bug sat on my gasoline tank
And wiggled his fuzzy head,
My hack was parked along the curb,
The old town sure was dead.
But he blew, when he heard me speak to him,
In a sort of friendly way,
You can park your carcass some other spot,
"I'm not riding out to-day."

FORD 1923 OUTPUT.

To Reach 2,000,000 Cars.

Detroit, July 18.—The Ford Motor Company will build more cars in the second half of 1923 than in the first half, it was reported to-day.

The contemplated output in the domestic plants alone for this year is 1,800,000 cars and trucks. In the first six months the company produced 801,473 cars and trucks in the domestic plants, so that the schedule calls for an output of 998,527 vehicle in the last six months of 1923.

Including the output of both domestic and foreign plants, Ford has already passed the million mark. With no sign of let up, at the present rate, Ford will pass the 2,000,000 mark by the end of the year.

Ford figures for the year so far in both domestic and foreign plants are: Cars and trucks 941,245; Canada, 46,871; Fordson tractors, 38,557, and Lincoln cars, 3,512.

SCIENTIFIC HEADLAMP DIMMING.

A new scheme to overcome the dazzling headlamp nuisance is suggested. The current which lights the filaments passes through a variable resistance controlled by a selenium cell. The latter is fixed to the car in such a position that the light from the lamps of other cars will fall upon it as they approach. As the glare of an oncoming car increases the lamps of the selenium-fitted vehicle are automatically "dimmed" by increased resistance and consequent reduction in the current available. There are distinct possibilities in the idea, but obviously all cars would need to be equipped with the automatic dimming device, so that a nice balance in the reduction of power of both sets of headlamps of two approaching cars would result. The selenium apparatus, unfortunately, does not deal with the problem of dazzle from the point of view of the cyclist, horse-driver, or pedestrian.

GERMAN MOTOR INDUSTRY.

Exports Continue to Increase.

A report on economic conditions in Germany up to last March has just been issued by the British Government which contains a number of facts calculated to interest the motorist.

It almost seems as if 1932 was a year of motor mania in Germany. Hugo Stinnes, of course, leads the way and out of the 1333 undertakings that now comprise his group, an organization capable of controlling a complete range of motor products is possible. The machinery for an export trade in this group also exists, for it has ramifications in Austria, Hungary, and Jugoslavia, and controls a number of shipping lines that between them visit most of the ports of the world.

Krupp Group Strong.

The Krupp group is also worthy of special notice. It has two organizations for the sale of motor vehicles and one for power farming machinery, while a trade concession has been concluded with the Soviet Government. Last year the number of trucks produced at Essen was 450 per cent. more than the total for 1921, while power farming products increased during the same period by 275 per cent. The Stinnes group also devoted much attention to the output of trucks.

It might be said that local automotive buying, so far as actual needs are concerned, is normal. The shortage of money is compensated for by the fact that there is always a fear, owing to continued depreciation, that what cost one mark to-day might cost two in a fortnight's time. Owing to the depreciation of the mark, too, motor vehicle taxation requires constant amendment.

At instance showing the aversion to the paper mark is given by the General German Automobile Club, which stipulated that the subscription for the first half of 1923 should be two gold marks per member.

Wages Low.

Despite the low value of the mark the German motor industry retains large advantages in labour, fuel, and transport costs, while its group syndication insures the industry a cheap raw material supply. Last January it was agreed that the wages of skilled workers engaged in motor car manufacture should range between 896 marks and 669 marks per week. These sums are ridiculously small when the value of the mark in foreign markets is considered. Wages fluctuate almost weekly but never get near cost of living prices. It says much for the German worker's patriotism that strikes in such circumstances are almost unknown. There is a greater output per man to-day than in 1913, although this is not compensated for in production owing to the introduction of the 56-hour week.

Foreign demands have kept the industry very busy, but credit conditions are difficult making the financing of export business very acute. From January to October, 1923, 10,900 tons of motor vehicles and motorcycles were exported. During the same period of 1922 the figure was 16,300 tons, while 10,136 gas engines for vehicles and airplanes were also exported during these 10 months.

Overseas prices, as might be imagined, have fluctuated to a remarkable extent. This has caused irritation to customers and placed endless obstacles in the way of agents. Complaints as to deliveries both in quality and punctuality are numerous and world-wide. The reasons for these protests are, first, the superfluity of orders which caused sales to be effected to the highest bidder regardless of contractual obligations; second, the exercise of foreign trade control.

Trade Agreements Made.

Commercial treaties were arranged last year with Russia, Italy, Finland, Latvia, Czechoslovakia, and Chile. Those with Spain and Portugal lapsed, while negotiations are at present proceeding with Poland, Bolivia, Brazil, Liberia and Sim. The most important of these international agreements is that with Russia, and will no doubt result in the absorption of many German-made cars, lorries, tractors, motor boats and airplanes.

German motor manufacturers have established agents in several of the more important towns in this field.

A great attempt is being made to render the country self-supporting in motor fuel, although the loss of the Ruhr coalfields

FOUR WHEEL BRAKES.

French & British Cars to be so Equipped.

"Is it not a fact that nearly all the French cars for next year will have front wheel brakes, and that, so far, practically no British cars have adopted the principle? Why don't you insist that British manufacturers should keep abreast of the times?"

Thus an irate correspondent says Capt. E. de Normanville in the *Daily Chronicle*. But in such respects you can be sure that the British manufacturer is able to look after himself. We wore the inventors of front wheel brakes and the original experimenters. And we gave them up.

The point is whether the changed conditions now warrant a return to a discarded principle. And my correspondent can rest assured that quite a number of British manufacturers are at the present moment carefully experimenting with front wheel brakes.

Not Always Suitable.

In the first place it must be admitted that the reason we gave up front wheel brakes was because we did not know how to design them. Several manufacturers rushed into front wheel braking systems, and encountered serious trouble.

It has since been proved that the correct design and installation of front wheel brakes is one of the most difficult problems yet encountered in automobile construction. It would, therefore, be foolish for any manufacturer to adopt the principle until he had proved it conclusively to his own satisfaction.

And it does not follow that because this innovation is proved successful on the Smith car that it will necessarily be successful on the Robinson. Neither does it follow that because it is suitable for French motoring conditions, it is, therefore, suited to British requirements.

French and British Conditions.

The French temperament and motoring conditions are considerably different from our own. The average "French driver" is a hustler. He likes plenty of "all out" touring, and loves violent acceleration and retardation. And his national highways give him scope for speeding.

But the average British driver is more staid. He is normally content to tour at about 75 per cent. to 80 per cent. of his car's maximum speed, and then only on open roads. Consequently his need for front wheel brakes is less acute.

But other things being equal, four-wheel braking is undoubtedly more efficient than rear wheel equipment alone—or even with the addition of a propeller shaft brake. The reason for this increased efficiency can be simply explained.

Have you watched a bus start away from rest when the driver has let the clutch in too suddenly? You probably noticed the body give a "kick" up.

Greater Efficiency Explained.

When you apply a set of front wheel brakes you get an effect opposite to this. The weight of the car is thrown forward on to the front wheels thereby increasing their adhesion to the road and consequently their braking efficiency.

The back wheels of a car are just the opposite. When your car is running along the road you have what I might term (say) 100 units of latent stopping ability. If the tyres are all equal and the weight distribution is assumed equal, you would have 50 units for the back wheel and 50 for the front.

Now put your rear wheel brakes on. Your "stopping units" instantly change place. You may have 60 on the front wheels and only 40 on the back.

So front wheel brakes are more efficient, and therefore to be encouraged. But the point I want you to appreciate is that the manufacturer is the best judge as to whether they are suitable for his particular day and its average purchaser.

There are many good reasons why front wheel brakes are not necessarily suitable for all cars.

has made this effort more difficult. Lignite production is rapidly increasing as a result of coal difficulties, but its calorific qualities are limited. It does not pay to transport lignite any distance and, accordingly, motor fuel is being refined from it adjacent to the mines.

